

The Hongkong Telegraph

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REUTER'S TELEGRAMS.

POLISH AFFAIRS.

BOLSHEVISM BEING ENFORCED.

London, August 4. The design to impose Bolshevism upon Poland by force appears to be actually in process of accomplishment. A Moscow wireless message announces that a Provisional Revolutionary Soviet has been formed in the occupied parts of Poland, with the Pole, M. Dzerzhinsky, a sinister figure who is head of the Extraordinary Commission, as one of its leaders. Its manifesto says peace is only possible with Soviet Poland, and when the Government is overthrown a Soviet Republic will be established.

AN ANXIOUS TIME.

London, August 4. The military situation in Poland is arousing considerable anxiety in view of the uncompromising attitude of the Bolsheviks. The question of helping Poland to defend her frontiers, as defined by the Allies, is complicated by Germany's obstructionist tactics regarding the use of the Danzig corridor, which is the sole communication with Poland. Germany, despite her protestations to the contrary, is strongly suspected of playing the Bismarckian role of fishing in troubled waters.

There is at present no idea of despatching British troops to Poland, but French circles seem to favour the sending of some Colonial detachments.

The Bolshevik advance in Eastern Galicia, furthermore, raises the problem of preventing the isolation of Rumania and the invasion of Hungary.

The *Daily Telegraph* understands that in view of the breakdown in the Baranovitchi negotiations and the obvious Bolshevik intention to crush Poland, the British Government has decided to suspend all negotiations with the Soviet delegates in London regarding the resumption of trade relations, and if the Soviet armies persist in their efforts to enter Warsaw, the Russian delegation will be required to leave England.

NO LONDON CONFERENCE.

Paris, August 4. The Havas Agency states that the British Government has wirelessed to the Bolshevik Government that in view of its pretension to begin with Poland not only an armistice but peace negotiations, the idea of a London Conference must be abandoned.

SOCIALISTS SUPPORT COALITION GOVERNMENT.

Warsaw, August 3. The Central Committee of Polish Socialists has approved of the decision of the party executive to participate in a coalition Government for national defence, and has also manifested its supporters' urging concentration on the repelling of the Bolshevik invasion.

THE OIL SITUATION.

U.S. URGED TO FOLLOW BRITISH LEAD.

Washington, August 4. The Department of Commerce, in a report to the Lands Committee of the Senate, says it appears that the British Government is definitely going into the oil business. It cites in this connection the Government's acquisition of two-thirds of the stock of the Anglo-Persian Oil Company and says it seems imperative that the United States Government should take the same course or find a way of preventing as far as possible a monopoly of the future sources of oil supply by the nationals of foreign countries.

WITH GENERAL WRANGEL.

ENEMY DESECRATES CHURCHES.

London, August 4. Communications from General Wrangel, dated July 30, report successful fighting along the whole northern-eastern front, many prisoners and guns being captured. Enemy attacks were heavily repulsed. On the Waldheim front, the Red cavalry of the Second Army was put to flight with heavy losses. White troops have re-taken Korskoen monastery, near Kokhovka. The enemy had desecrated the churches, defaced the ikons and used the altar cloth for tobacco pouches.

THE "MESROT" RISING.

ARABS SUFFER HEAVY LOSSES.

London, August 4. A War Office communiqué says the situation on the Lower Euphrates is quiet. The Arabs, who attacked our posts to the north and north-west of Hilla, suffered heavy losses. They left 130 dead. There have been further small raids, particularly near Jerboiek. The Kufa garrison is still holding out. Part of the town was afire three days ago.

HOME CRICKET RESULTS.

London, August 3.

Kent beat Harris by 165 runs. Warwick beat Derby by 230.

LATEST SPECIAL TELEGRAMS.

(From Our Own Correspondents.)

JOHORE'S FINANCES.

A SATISFACTORY REPORT.

Singapore, August 5. Johore reports a revenue of \$11,000,000, which is an increase of \$1,750,000. There is a surplus of \$2,750,000. Satisfactory progress is reported in trade, valued at \$100,000,000.

Bribing MUNICIPAL ARCHITECT.

CHINESE CONTRACTOR HEAVILY PINED.

Singapore, August 5. A Chinese contractor has been fined \$500 for offering a bribe to the Municipal Architect.

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondents.)

RUBBER DEAL.

Singapore, August 5. Karangan Rubber Estate, Penang has been sold for \$350,000 to a new company, the profit being \$100,000.

INDUCTION AT SINGAPORE.

Singapore, August 5. Rev. Mr. Douglas, the new Scotch minister has been inducted. All the Presbyterian clergy of Malaya were present.

TO-DAY'S CHINESE TELEGRAMS.

NEW DEMANDS BY JAPAN.

Shanghai, August 5. The President has called all the foreign advisers to a meeting in regard to the present political situation.

Commander Wong Wai-hing has informed the President that most of the leaders in the present crisis have taken their refuge either in the Japanese Legation or garrisons, and has requested that their surrender should be demanded from the Japanese Minister.

The alliance of eight southern provinces is imminent. A general office for the delegates of the eight provinces has already been established in Shanghai.

Most of the soldiers of the Frontier Defence Army have been disbanded. A sum of \$10 was given to each of them to cover home-ward expenses.

As a result of the firing on a Japanese ship and the killing of Japanese by the Southern soldiers, the Japanese Government has made eight demands on the Government and insists on an immediate reply. The Foreign Affairs and the War Ministries have despatched officers to Hunan to have the matter investigated.

TO-DAY'S MISCELLANY.

There are curious points of relationship between the career of Disraeli, whose biography is now a finished work, and that of Mr. Lloyd George. That both of them should have been trained for affairs in solicitors' offices is a point of resemblance more apparent than it is real, because Disraeli was only in the law through a period of indecision. He never either became a solicitor or saw himself as one, whereas Mr. Lloyd George at the outset of life can never have seen himself clearly as anything else. Wills which were witnessed by the present Prime Minister when he was an articled clerk or made by him when he had an office of his own must still be coming into effect in the "Lloyd George" parts of North Wales.

An unsuspected handicap to the efficiency of medical and surgical treatment in New York has just been brought to light through an inquiry into the question of the treatment of

AT LAST.

DELAYED AMERICAN MAILS ARRIVE.

Quite unexpectedly, the mails which were held up at Vancouver by a dispute between the Canadian Government and the C.P.O.S. arrived here by the Toyohashi Maru last night. Previous expectations had been that they would be dispatched here by the Kashima Maru, which, as a matter of fact, arrived here this morning, but had no mails that could be stated to be included in the batch that was held up.

There were about 300 bags consigned here from America, Japan and the North, and of these up to noon about 100 had been landed. The Toyohashi Maru is one of the steamers engaged by the Postal Authorities on contract terms.

Advices have not been received as to the result of the C.P.O.S. mail subsidy question now in course of argument, and it is surmised that future mails for Hongkong will continue, as in the present instance, to be delivered by Japanese contract steamers.

with them because, though Mr. Asquith also was without relationship to the governing families, he was rather half-made than self-made, and went forward by the recognised high road of Oxford and the Bar. But with this one possible exception every other Prime Minister of England has either belonged definitely to the aristocracy or, like Peel and Gladstone and Campbell-Bannerman, been born with a silver spoon in his mouth, and we shall not find a case anything like those of Disraeli and Lloyd George until we get as far back as the great Chatham, who came of an impoverished family and made an unpromising beginning for politics by taking a commission in what they used to call the Blues. Disraeli and our present Prime Minister resemble each other still more significantly as being the only two "racial" Prime Ministers England has had. The Premiership of each of them has been the promotion not only of a man but of a race, and for that matter a religion.

The Scots may have acquired their love of bagpipes from England, not from Ireland, as suggested by Commander Kenworth in the House of Commons. In 1865 Mr. James Moncreiff, then Lord Advocate, told an Edinburgh meeting that the bagpipe was an essentially English institution. "The English," he said, "were the original bagpipers. Shakespeare, who was an authority on music, often refers to the bagpipes, but he does not introduce them into 'Macbeth.' The armies of 'Macbeth' do not march on Dunbar to the sound of a bagpipe; but he speaks of the drone of the Lincolshires and the Yorkshire bagpipe, and of a person 'laughing like a parrot at a bagpipe,'—all without the slightest Caledonian reference. And when we look at the works in the Register House which show how our former monarchs spent their income, we find their expenditure for music put down in such entries as 'To the English piper, £s. 6d.' The Scots were not pipers; they were harpers. The harp was the old Scottish instrument, and, I believe, continued to be the Scottish instrument until a very recent period." This speech provoked a lively controversy in "Notes and Queries," the consensus being that whilst the Lord Advocate was right in holding the bagpipe to have been in early times more popular among the English than among the Scots, he was wrong in calling it an instrument of the English.

THE WEATHER.

2 p.m. Barometer: 29.66. Temperature: 83. Humidity: 72.

FULL COURT.

IMPORTANT MARINE CASE.

The Full Court, comprising the Acting Chief Justice, (Mr. Justice H. H. Gomperts); Mr. Justice Skinner Turner (of H. B. M.'s Supreme Court, Shanghai) and Mr. Justice J. R. Wood, heard this morning the appeal of the Hung Hing Steamship Company, the owners of the *Laertes*, against the judgment of Sir William Rees Davies, dismissing their claim against the *Tai Sun* Marine Insurance, Co. Ltd., for the recovery of \$20,000, being the amount of the policy taken out with them on the profits of the *Laertes*.

The Hon. Mr. E. H. Sharp appeared for the plaintiffs-appellants, and Messrs. E. Potter and F. C. Jenkins for the respondents.

The Hon. Mr. Sharp, in opening the case for the appellants, said the case was to review the judgment of Sir William Rees Davies on January 14th last. The facts in connection with this action were very few, and the documents to which it would be necessary to refer their Lordships were also few. On May 19, 1917, the *Laertes* was chartered for a period of 12 months to the plaintiffs, who were the appellants in this action. The vessel was chartered to the *Ho Hung*. That was the first fact in the documents. The *Laertes* was chartered for \$50,000 a month on May 19th. On June 18, 1917, they had the second fact in the documents to which it was necessary to refer their Lordships. On that date the appellants entered into a policy. In fact they undertook to take two policies on that day with the marine insurance Company in question for 12 months from that date. First, the hull and the machinery of the *Laertes* were insured for \$20,000, so far as this particular country was concerned. The appellants entered into a second policy, which is now in dispute, before their Lordships, for the same amount of \$20,000 on the profits of the ship. There were altogether 17 policies entered into on the profits of the ship. The aggregate amount of those profits was valued at two lakhs of dollars. Fourteen of those policies had been paid, and the particular one before their Lordships had not. The next fact was that on December 15, 1917, the ship was a total loss, as a result of a collision in the Straits of Malacca. The insurance Company had already paid the \$20,000 on the hold policy. Shortly after this date the insurance Co. went into liquidation. The appellants put in their claim on the policy on profits of the *Laertes*, and the liquidator demanded from the appellants particulars and vouchers of all profits earned by the *Laertes* before the collision. The aggregate amount of those profits was valued at two lakhs of dollars. 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NOTICES

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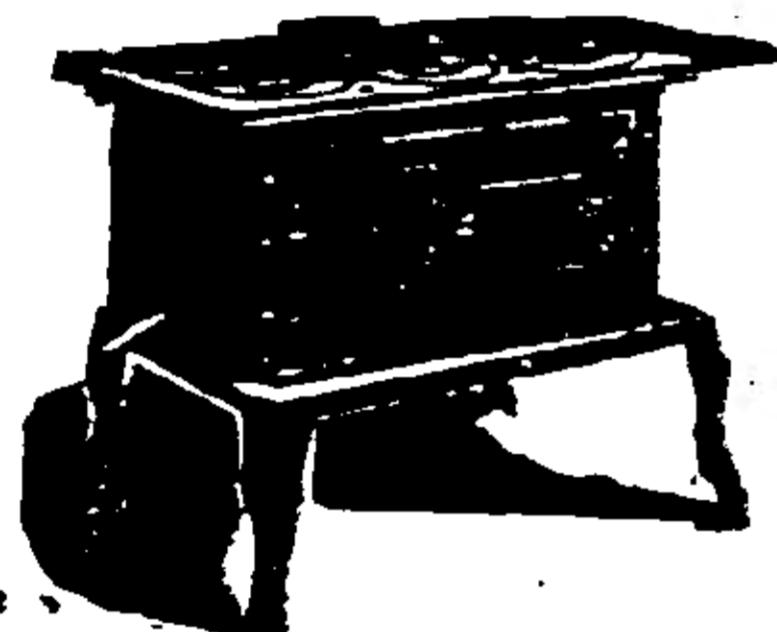
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NOTICES

SECRETS OF THE GERMAN NAVY.

WHY BRITISH TRANSPORTS
WERE NOT ATTACKED.

By special arrangement with the publishers *The Daily Mail* has been able to give in advance a full account of the contents of the first volume of the official German history of the war at sea ("Der Krieg der See, 1914-18," Band I, Berlin, Mittler), which is of great political and military importance.

It covers the preparations for war made by the German Admiralty and the operations in the North Sea during the first months of the war, and it includes many documents and 35 maps and charts, for the most part printed in colours. The author, Commander O. Gross, of the German Navy, makes a commendable effort to show impartiality.

On August 2 war with Russia began, and "about midday on the British side all cable communications with Britain, including the Belgian and Dutch lines, were suddenly interrupted, and this, coming with a warning from the German Foreign Office, led to fear that a British operation against the Bight of Heligoland might take place that night."

"Surprise was felt at the time that the German Admiralty did not carry out its plans for a great attack on British commerce by German auxiliary cruisers." The explanation is given by Commander Gross. These cruisers were not sent to sea because the German Government feared that their despatch would lead to immediate war with Britain.

TRANSPORTS PUZZLE.

German strategy was fixed by an order issued by the Kaiser which ran as follows:

"1. The aim of the operations is to weaken the British Fleet by attacks on the vessels watching or blockading the Bight of Heligoland and by a ruthless mine and, where possible, submarine offensive, pushed to the British coast.

"2. After forces have been equalised by this strategy and all our ships have concentrated and are ready for action, our Fleet is to seek to bring on a battle in favourable conditions. Should a favourable opportunity to strike occur earlier it must be seized."

"3. War against commerce is to be conducted in accordance with the rules for capture. The Chief of the High Sea Fleet will decide to what extent it is to be carried on in home waters. The vessels intended for it in foreign waters are to be sent out as soon as possible."

The extraordinary inactivity of the German Navy in the first weeks of war, when it attempted no operations against the transports which were carrying the British Expeditionary Force to France, has always been a puzzle. We are told that shortly before the war the Staff decided that this movement of transports could best be hampered.

"By U-boat operations and by laying mines in the sea routes and entrances to the ports of embarkation and disembarkation. In the most favourable conditions the employment of our main force only promises the delay of the transports."

On August 7, information was received from Holland that the transport of the Expeditionary Force had begun; and on the 8th the Kaiser sent these orders:

"The transport of the English Expeditionary Force is in progress—probably to Zeebrugge, Ostend, Dunkirk, Calais... His Majesty orders attack by torpedo-boats and mines, and especially by submarines. The conduct of attacks must have regard to the prospect of success and weather and other special conditions."

MOLKE AND THE B.E.F.

This was a half-hearted order, and it did not contemplate the employment of the main German forces. But a most remarkable explanation of it is given:

"The military command made no demands of this kind on the Navy. It appeared, if the truth were told, not to rate very high the importance of the efficient but numerically weak Expeditionary Force. In any case, the Chief of the General Staff (Molke) in his own person at the beginning of the war told the Chief of the Operations Section of the Admiralty Staff, Commander Heydel, who asked him whether the Army regarded the destruction of the transport as of great importance, that the Navy need not disturb its operations for such a matter.

The Army in the West would be only too pleased to settle accounts with the 150,000 British, a point

NOTICES

SINN FEIN.

W R K OF THE
POLICE COURTS.

The *Irish Bulletin*, the official organ of Sinn Fein, in its issue of the 17th June contains a summary of the activities of the Sinn Fein police and the sessions of the Sinn Fein courts reported since the issue of June 3. At the outset it is stated:

"It will be seen from the summary that the operations of these Republican courts is universal throughout Ireland. It will further be seen that the Republican authorities are as scrupulous in protecting the property of ex-soldiers, ex-police, British Excise officers, British noblemen, and British army captains as they are in protecting the property of Republicans. When ex-soldiers are brought before these tribunals they are given absolute justice. The list contains reports of 41 Republican courts, of 84 arrests of criminals by Republican police, and of the preservation of public law and order and the suppression of crime by Republican authorities in 24 of the 32 Irish counties.

"The list, long as it is, covers a period of only 13 days. No more striking illustration could be given of the fact that the Irish Republic is functioning successfully in spite of the enormous effort now being made to suppress it by British troops and police.

"The British courts in Ireland were completely ignored by the Irish people and had frequently to disperse without conducting any business."

The *Bulletin* then sets out the counties within which the courts were held, the places where offences were committed, and decisions of the courts. The following cases are typical:

TYPICAL CASES.

County Galway.—At Tuam the Republican police arrested a man for savagely beating a woman of 90 years. Sentenced 6 months' imprisonment with hard labour.

County Kilkenny.—At Gowran Park Races the Republican police arrested a pickpocket who was found to have £105 on him. Two maimed bogus entrance tickets were also arrested. Trouble in the town after the races was prevented by the arrest of two disorderly characters.

At 8 p.m. the Republican police decided that too much drink was being consumed, and they closed all licensed premises.

In County Clare four men arrested at Ennis were heavily fined on a charge of assault arising out of a land dispute.

County Galway.—At Ballinasloe two men who violated an agreement made by the Republican Court were arrested by Republican police and fined £5 each.

King's County—At Tullamore the Republican police held up and confiscated intoxicating drink which was being taken for sale at a Gaelic athletic festival.

County Kerry.—At Killarney the Republican police arrested a young man for using obscene language to passers-by. The accused pleaded drunkenness, refused to abstain from drink, and was sentenced to one month's deportation from the district.

County Monaghan.—In many parts of the county Republican police detected and suppressed illicit stills for the manufacture of alcohol. At Republican courts the owners were fined £5 each, and all plant was confiscated. Two men were arrested by the Republican police for the theft of £50 from a farmer. They were found guilty and heavily fined.

In North Kildare a young man was arrested by the Republican police for cattle-stealing. The cattle were restored by the culprit, who was heavily fined. The city Republican police at Cork recovered four stolen from the business premises of Messrs. Rohr and Son.

of view which was shared by many as the result of the favourable course which the offensive had at first taken in the West."

Submarine operations against the transports were considered to be difficult because of the want of sea-marks, the number of shoals, and the strong currents of the Channel. A feeble effort was, however, made by four U-boats which left Heligoland on August 8 to attack the transports, but the weather was bad and various troubles occurred.

They did ascertain that there was no strong British covering force east of the Channel entrance, and concluded that either the Expeditionary Force was not really being landed, or else that

NOTICES

PREMIER AND M. KRASSIN.

DEFENCE IN THE HOUSE.

"You will never have peace in the world without peace with Russia, and I will not guarantee the stability of any land unless you get peace," declared the Premier in Parliament in defending his negotiations with M. Krassin, the Bolshevik envoy now in London.

The Prime Minister said that the Allies regarded it as essential in the interests of the world to resume trade relations with Russia. With a dislike and shrinking from doing something which looked like going back upon a former policy, the Allies had yet come to the decision unanimously in the interests of the hundreds of millions that they represented. ("Hear, hear.")

Mr. Kennedy Jones: Who proposed the policy, may I ask? (Cheers.)

The Prime Minister: I really don't think that very much matters, but if my hon. friend thinks that any one of us shrinks from it I accept full responsibility, not only for taking part but for promoting it, and I am glad that all my colleagues agree with me. (Cheers.)

Before the war Russia produced 25 per cent. of imported foodstuffs of Europe. He knew that opinions differed on this point, but there were many who said definitely that Russia had prodigious quantities of grain and raw material. He had a telegram, received from Poland that morning, in which the Poles said that they had come to the conclusion that there are in the Ukraine alone considerable quantities of wheat for export.

Proceeding to ask whether it was suggested that we must not trade with Russia because we disapproved of the Russian Government, he said that unless war was declared there was no precedent for taking such action. Then he was told that we must not trade with Russia on account of the atrocities. What about the Turkish Government? Had there been any atrocities in Russia excelling in horror the atrocities perpetrated by Turkey? But did we cease trade with Turkey for a single hour?

TRADE AND ATROCITIES.

This country has opened up most of the cannibal trade of the world. (Loud laughter.) We must take Governments as we find them, and thank God how happy we are here. Renewed laughter and cheers.) Let us look at this question without prejudices. You cannot afford too many prejudices if you are in trade. You cannot always examine the record of your customers. (Laughter.)

"Not their principles?" Interrupted Mr. Kennedy Jones.

The Prime Minister: "I think I would rather not discuss that with the hon. member, but with someone else who may be a greater authority on the subject." (Laughter.)

Before the war Russia exported 4,000,000 tons of grain, he continued, every grain of which was needed by the people of Europe, including Great Britain; millions of tons of timber, and scores and thousands of tons of flax, all needed by the industries of the world. When ought we to trade with Russia? It would be an act of gross folly to say that we would never trade with Russia so long as there was a Bolshevik Government.

Col. Archer-See: M. Clemenceau said so.

The Prime Minister: I know far more of what M. Clemenceau said than my hon. friend does.

No doubt he said that would be so long as the Bolshevik Government were guilty of atrocities. ("They are.") Then as long as they are guilty of it they will not be recognised. But to say that you cannot trade with people whose Governments are guilty of atrocities is to rule out more Governments than I dare to think of. (Laughter and cheers.)

Were we going to crush Bolshevikism because it was an evil thing? We had 500,000,000. Were we going to pile up another £300,000,000 or £400,000,000? Emphasising the need for peace in Europe, he said the world was bristling with opportunity for quarrels. Hand grenades were scattered over the land, and one had got to walk warily as if explosion was to be avoided.

funny foreign names. It is a tragedy. It breaks one's heart. "Even with the money," I demanded, "do you think that you could beat the foreigner at his own game?" Could you surpass the Russian Ballet?" We bought the unlooked-for storm on Wednesday in North London, when the gay sunshine had been swiftly and completely extinguished. Could such a storm, in the metaphorical sense, have nipped the tender buds of English Ballet at the Alhambra?

NOTICES

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ENGLISH BALLET.

MISS PHYLLIS BEDELLS
AND ENGLISH
TERPSICHORE.

I accepted the proffered cigarette and sank into the cosiness of armchairs. Miss Phyllis Bedells, a little weary from prolonged rehearsing at the Alhambra, told me of the pronounced success achieved by her ballet company at their last engagement, and of their certain belief that the public was at last realising how well English girls can dance. She reminded me, not without a certain note of asperity in her voice, that Madame Pavlova's dancers were almost without exception British, though their names might be difficult to pronounce by British tongues. "What do you think of Pavlova?" I interrupted. "Wonderful," she replied, her eyes sparkling, "absolutely wonderful. I'm a regular attendant at Drury Lane, and—well, she makes me green with envy." I laughed and murmured something about personal charm being greater than perfect technique, but Miss Bedells shook her head at me as though to say: "I have been honest with you: why not be honest with me?"

There was a pause. Then suddenly I knew that she was not altogether happy, not on account of professional jealousy, for in that case it would not have been referred to, but for some entirely different reason. I thought of the unlooked-for storm on Wednesday in North London, when the gay sunshine had been swiftly and completely extinguished. Could such a storm, in the metaphorical sense, have nipped the tender buds of English Ballet at the Alhambra?

FINANCIAL SUPPORT WANTING.

The underlying cause of Miss Phyllis Bedells' unhappiness is that no one seems willing to support English Ballet financially. "We have got everything necessary except the money," she said. "We have got as good dancers as you will find anywhere, as good music, as good scene-setters, and as good producers, but nobody will help us to bring all these together and make of them a great English art. The people who are backed are the people with the

KOWLOON NOTES.

(BY "THE FERRYMAN").

When are we to get some decent weather? The Clerk of the Weather must be a near relation of "Pussyfoot" Johnson, I should think. He's sending us plenty of water, anyhow. Last month, I see, we got over 28 inches of rain, and we've had more since. There's only one bit of satisfaction in it all, and that is that the summer is slipping by without any very great heat. Fog? Oh, no; we don't have to bother about that in Kowloon, thank you. We leave that entirely to the Peak folk. It's the one thing we wouldn't rob them of for worlds.

Talking of weather, I'm glad to see that as the result of correspondence in the Telegraph we are in future to get the storm warnings exhibited in plain English on the ferry piers, the Harbour Office and the Post Office. The skeleton notice has already been painted up, so next time the storm signals are hoisted we shall be able to get a clear idea of what they mean. By jutting down the Longitude and Latitude given, it will be possible, by reference to the maps displayed on the ferry wharves, to see exactly where the typhoon is.

I suppose it's one of the penalties of Government service to suffer public criticism. All the same, I cannot help thinking that some very unnecessarily hard things have been recently written about the Observatory in the local Press. To be sitting up day and night taking observations of typhoons and then to read unqualified abuse of the institution and its staff must be very disheartening to the Observatory folk. I'm wondering what some of those self-imagined experts who criticise others would do if they were responsible for issuing the warnings? It's the same old story of everybody knowing more about a certain job than the man who has spent his life at it. You, Mr. Editor, must know what I mean. Who knows best how to run a newspaper? Why, the man who really doesn't know the first thing about it. I was ever thus.

Our friends "The Black Cat" are to appear again at an open-air concert at the K. C. tomorrow week. I hear they are to put on an entirely new show, though they might be induced to give a couple of the most popular items from their last programme if there is a demand therefor. The Secretary of the Club would no doubt pass on any suggestions to the Chief Cat. It was a really fine show last time, and we're promised better things for the coming concert. A large crowd is expected.

So some Kowloon tenants are being required to pay more taxes because of the recent rise in rentals? Where's it all going to end? Under the present system, in cases where tenants pay their own taxes, every increase in rent means not only more for the landlord, but more for the Government too. The tenant is in the uncomfortable position of being between two millstones which grind more dollars out of him at every turn. The houseowner gets more, the Government gets more; the distressed occupier gets fed up. He's got to pay them both.

The recent rains have played havoc with our motor roads, and it is still impossible to make a run out to Tai Po. The Castle Peak road is also in a very bad way, though open for traffic. Until these thoroughfares are tar-macadamised they will always be in the repairer's hands—a never-ending cause of expense.

But apart from the state of the roads there is the matter of landslips. At some parts of the Castle Peak road there are, in the deeper cuttings, huge boulders overhanging the thoroughfare, some of them tons in weight. One

MERCHANT MARINE.

CHINA COAST CHANGES.

Captain R. F. Sheel, of the Ngankin, is on reserve. Captain J. Meathrel, from leave, has gone master, Ngankin. Mr. T. Lowery, supernumerary second officer, Tean, has resigned.

Captain J. Speed, of the Chin-hua, is on leave.

Mr. T. A. Lupton, chief officer, Chin-hua, is on reserve.

Mr. C. P. Miller, second officer, Chin-hua, has gone chief officer, same ship.

Mr. J. W. Lamont, has signed on second officer, Chin-hua.

Captain J. W. Harding, of the Kansu, has gone master, Chin-hua.

Mr. J. L. Mathews, second engineer, Wuchang, is on reserve.

Mr. M. McPherson, from reserve, has gone third engineer, Tungchow.

Mr. A. Cumming, chief engineer, Tean, has gone chief engineer, Hanyang.

Mr. G. H. B. Jones, chief engineer, Hanyang, has gone chief engineer, Tean.

Mr. R. G. Palmer, from reserve, has gone supernumerary chief officer, Yuensang.

Mr. H. S. Allison, chief officer, Yatshing, has gone chief officer, Yuensang.

Mr. H. S. Hurley, from reserve, has gone chief officer, Yatshing.

Mr. W. Moore, supernumerary second officer, Luenho, has resigned.

Mr. R. Frost, second officer, Woosang, has gone second officer, Tungshing.

Mr. S. E. McKinley, from reserve, has gone second engineer, Kwangsang.

Mr. W. O. Nicoll, second engineer, Kwangsang, has signed off.

Mr. L. Grobe, second officer, Hainfing, has gone acting chief officer, same ship.

Mr. P. Vanmeter, from leave, has gone chief officer, Hainfing.

Mr. A. Tolleson, second officer, Haean, has gone chief officer, Kianghsien.

Mr. B. Jorgenson has been appointed second officer, Haean.

Mr. P. C. Hutchance has signed on second officer, Lervent.

Mr. J. E. Drummond, chief officer, Telemachus, has signed off.

Mr. J. B. McCann, third officer, Haiching, has gone second officer, same ship.

Mr. J. Robertson, second officer, Haiching, has signed off.

Captain A. J. Weatherhead, of the Tinsing, has signed off.

Mr. H. S. Land, chief officer, Tinsing, has signed off.

Mr. A. Hutchison, chief engineer, Unlee, has signed off.

Mr. R. G. Patterson, second engineer, Tailee, has gone chief engineer, Unlee.

Mr. A. Tipe, chief engineer, Tinsing, has signed off.

Mr. J. Ross, second engineer, Hwaping, has gone second engineer, Tailee.

Mr. W. Anderson has signed on second engineer, Hwaping.

Shipping and Engineering.

NURSERY SCHOOLS.

ARE THEY IMMORAL?

At a recent educational conference at home one speaker threw something of a bombshell into the camp by denouncing nursery schools as absurd and immoral. We give below a summary of his remarks which are interesting, however much disagreement they may evoke.

Mr. W. W. Millard, of Birmingham, moved an amendment which created much interest and more amusement. He desired to cut out of the scheme all reference to nursery schools, on the ground that they are impossible as to cost and equipment, absurd in conception, and immoral in consequences. Greatly daring, in a conference consisting largely of schoolmistresses, he suggested that nursery schools were the conception of single women, who very much longed for babies to nurse. Turning to the men, he asked how many of them would send their own children to a nursery school. They would say that the proper place for the child was with its mother. He agreed that many homes were very undesirable, but argued that by introducing nursery schools they would perpetuate the very evils they desired to avoid. Nursery schools had been tried in Germany, with dire results. He carried the sympathy of a good many of the men from the industrial districts when he said:

"You are putting the mothers of these children into the factories. The proper place for them is at home, bringing up their families. If you set up these nursery schools every woman will feel that she is at liberty to go to work. That is an immoral atmosphere. It is sometimes said that we want a new set of mothers in the country. You are not going to get a new set of mothers by these means. (Hear, hear, and what about the fathers?)

There was some competition among a number of women delegates to answer Mr. Millard. Their chief argument was that the nursery schools would be a great boon to the most overworked person in the country—the working-class mother.

Mr. Millard's amendment was defeated by a large majority.

Mr. R. Frost, second officer, Woosang, has gone second officer, Tungshing.

Mr. S. E. McKinley, from reserve, has gone second engineer, Kwangsang.

Mr. W. O. Nicoll, second engineer, Kwangsang, has signed off.

Mr. L. Grobe, second officer, Hainfing, has gone acting chief officer, same ship.

Mr. P. Vanmeter, from leave, has gone chief officer, Hainfing.

Mr. A. Tolleson, second officer, Haean, has gone chief officer, Kianghsien.

Mr. B. Jorgenson has been appointed second officer, Haean.

Mr. P. C. Hutchance has signed on second officer, Lervent.

Mr. J. E. Drummond, chief officer, Telemachus, has signed off.

Mr. J. B. McCann, third officer, Haiching, has gone second officer, same ship.

Mr. J. Robertson, second officer, Haiching, has signed off.

Captain A. J. Weatherhead, of the Tinsing, has signed off.

Mr. H. S. Land, chief officer, Tinsing, has signed off.

Mr. A. Hutchison, chief engineer, Unlee, has signed off.

Mr. R. G. Patterson, second engineer, Tailee, has gone chief engineer, Unlee.

Mr. A. Tipe, chief engineer, Tinsing, has signed off.

Mr. J. Ross, second engineer, Hwaping, has gone second engineer, Tailee.

Mr. W. Anderson has signed on second engineer, Hwaping.

Shipping and Engineering.

NEW ADVERTISEMENTS.

THEATRE ROYAL

THE FRAWLEY COMPANY

IN A SEASON OF THE LATEST AND GREATEST OF LONDON AND NEW YORK SUCCESSES.

TO-NIGHT

at 9.15 p.m.

"POLLY WITH A PAST"

A COMEDY WITH COMPLICATIONS.

BY GEORGE MIDDLETON AND GUY BOLTON.

SATURDAY,

Aug. 7th.

"IT PAYS TO ADVERTISE."

A Thousand Laughs in 3 Acts

THURSDAY,

Aug. 12th.

"A PAIR OF QUEENS"

A farce in 3 acts. By Fred Jackson.

The first time in Hongkong.

FRIDAY,

Aug. 13th.

"THE 13th CHAIR"

By Special Request.

SATURDAY,

Aug. 14th.

LAST NIGHT

"THE MAN WHO CAME BACK"

This play is at present creating a furor in London.

Booking at MOUTRIE'S.

CONSIGNEES.

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

AND

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Co's Steamer

"RHESEUS"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 6th August.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godown, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 12th August will be subject to rent.

All claims against the steamer must be presented to the steamer's Godown, and none will be entertained if presented later than three weeks after arrival of steamer.

No Fire Insurance whatever will be effected.

Y. TSUTSUMI.

Manager.

Hongkong, 6th August, 1920.

NOTICE TO CONSIGNEES.

NIPPON YUSEN KAISHA.

From EUROPE AND STRAITS.

THE Company's Steamship

"CALCUTTA MARU."

having arrived from the above ports. Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery may be obtained.

No claim will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after 13th August will be subject to rent.

All claims against the steamer must be presented to the steamer's Godown, and none will be entertained if presented later than three weeks after arrival of steamer.

Goods not cleared by the 12th August, 1920, will be subject to rent.

Damaged packages must be left in the Godown for examination by the Consignee's and the Co's representatives at an appointed hour on Tuesday & Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the Goods have left the Godown.

The police acted on his tip with the most satisfactory results, but yesterday Pere la Cerise began to pay the penalty for his fame. Crowds followed him over the course asking for tips which he strenuously refused to give, but his afternoon's record was two firsts, one second, and one non-placed. The only information of the crowd could get out of him was that when racing is over he proposes to return to his old trade of selling newspapers.

NIPPON YUSEN KAISHA.

Agents.

Hongkong, 5th August, 1920.

THE BANK LINE LTD.

General Agents.

Hongkong, 6th August, 1920.

ADVERTISE YOUR WANTS.

WHAT YOU WANT SOMEONE HAS—WHAT YOU DON'T WANT SOMEONE ELSE DOES.

ONE CENT PER WORD PER INSERTION

Two Cents if not Prepaid.

A SMALL ADVERTISEMENT IN THESE COLUMNS WILL BE PRODUCTIVE OF MANY ENQUIRIES

REPLIES AWAITS BOX No. 1

NOTICE.

CHINA COAST OFFICERS' GUILD.

NOTICE OF REMOVAL.

The offices of this Guild will be removed on and as from September 1st, 1920 to the Mercantile Marine Office (Shipping Office) grounds at West Point.

THE BLUE FUNNEL LINE

REGULAR AND FAST SERVICES

LONDON SERVICE

(Direct)

"DANFA" 17th August London, Amsterdam & Antwerp
 "PROMETHEUS" 22nd August London and Hamburg
 "PROTESILAUS" 31st August London, Amsterdam & Hamburg
 "ACHILLES" 9th Sept. London, Amsterdam & Antwerp
 "LYCAON" 20th Sept. London, Amsterdam & Hamburg

LIVERPOOL SERVICE

(Direct or via Continental Ports)

"ALCINDUS" 14th August Havre and Liverpool
 "BELLEROPHON" 20th August Genoa, M'sles L'pool & Glasgow
 "RHESUS" 2nd Sept. M'sles, Havre and Liverpool
 "CYCLOPS" 11th Sept. Genoa, M'sles, L'pool & Glasgow

PACIFIC SERVICE

(via Kobe and Yokohama)

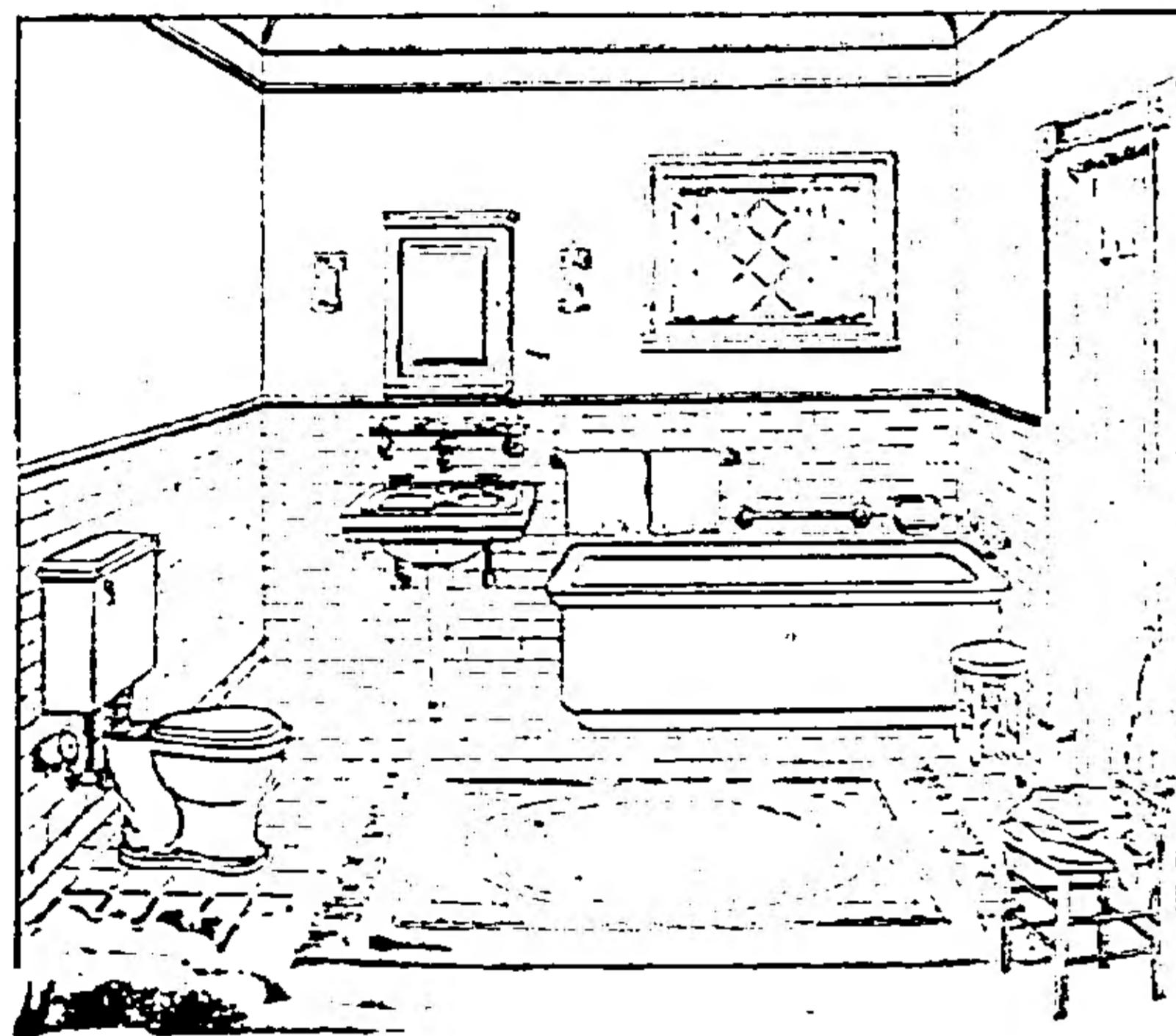
"ION" 17th August Victoria, Seattle and Vancouver
 "TALTHYBIUS" 30th August 6th October

NEW YORK SERVICE

(via Suez or Panama)

As per Joint Service Advertisement on Page 9.

For Freight and Further Information Apply to

BUTTERFIELD & SWIRE
AGENTS.

If you want a modern up-to-date Bathroom with fixtures from floor to ceiling call on us.

UNION ENGINEERING CO., LTD.
York Building, Chater RoadSINCERE'S
SUMMER
SALE

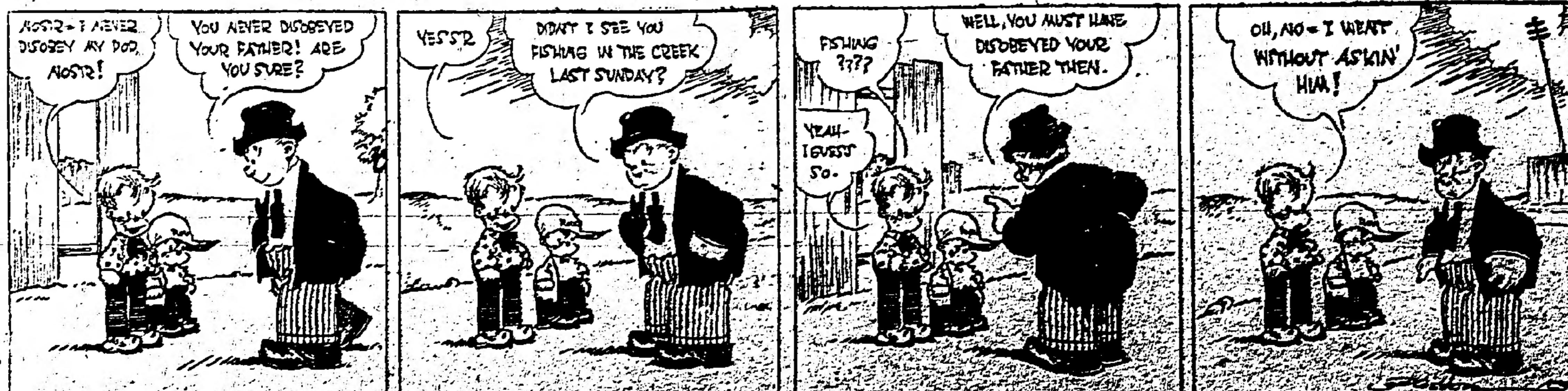
Now on for 20 DAYS only

GREAT REDUCTIONS!!
EVERY LINE A BARGAIN!!

"THE HONGKONG EMPORIUM"

TEL. 1967/8.

FRECKLES AND HIS FRIENDS

W. S. BAILEY
& CO., LTD.ENGINEERS & SHIP-
BUILDERS, HOK UN
KOWLOON.

HARBOUR REPAIRS

Call Flag "L"

Sole Agents for

"KELVIN MOTORS"

Motors from 18 B.H.P.

50 B.H.P. now in stock

also spare parts.

Works ... Tel. K.21,
Manager ... K.329,
Secretary ... K.369,
Harbour Engineer ... K.33,
Telegrams "SEYBOURNE."

CONSIGNEE

THE ADMIRAL LINE

The Steamship "PAWLET" having arrived from Portland, Oregon, via ports, on 1st August consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd, Kowloon, and stored at consignee's risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns, where it will be examined at 10 a.m. on 6th inst. by the Co's Surveyors, Messrs. Goddard and Douglas.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claim will be recognized after the goods have left the Godowns, and cargo undelivered on and after the 7th inst. will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC STEAMSHIP CO., United States Shipping Board Emergency Fleet Corporation Managing Agents: THE ADMIRAL LINE, 5th Floor, Hotel Mansions Hongkong, 31st July, 1920.

NOTICE TO CONSIGNEES.

The Steamship INNSBRUCK From TRIESTE, VENICE, ADEEN, COLOMBO, PENANG & SINGAPORE

Consignees of cargo are hereby informed that all goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd, at Kowloon, whence and or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before 2nd inst.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 6th inst. will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 15th inst. or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 5th inst. at 10 a.m.

No fire insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents, Hongkong, 2nd August, 1920.

CONSIGNEE

NOTICE TO CONSIGNEE

OCEAN STEAMSHIP CO., LTD.

AND

CHINA MUTUAL STEAM

NAVIGATION CO., LTD.

Consignee per Co's Steamer

"PROMETHEUS"

are hereby notified that the cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The cargo will be ready for delivery from Godown on and after 5th August.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10:45 a.m. and noon within the free storage period.

No claims will be admitted after the goods have left the steamer's Godown, and all goods remaining undelivered after August 11th will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 25th August, or they will not be recognized.

No fire insurance will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL S.S. CO.

Hongkong, 3rd August, 1920.

NOTICE TO CONSIGNEE

PACIFIC MAIL S.S. CO., LTD.

S. S. "DOYLESTOWN"

From CALCUTTA via
PENANG, SINGAPORE and
SAIGON.

The above mentioned vessel having arrived from the above mentioned ports, consignees of cargo are hereby informed that they must take immediate delivery of same from alongside, and all cargo impeding discharge will be landed at their risk and expense into the Pacific Mail Steamship Company's godowns at West Point, and stored at Consignee's risk.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged goods are to be left in the godowns where they will be examined on August 9th at 10 a.m.

All claims must be presented within a week of the steamer's arrival here after which they cannot be recognized.

No claim will be admitted after the goods have left the godowns, and all goods remaining undelivered after August 10th at 10 a.m.

All claims must be presented within a week of the steamer's arrival here after which they cannot be recognized.

No claims will be admitted after the goods have left the godowns, and all goods remaining undelivered after August 11th will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL S.S. CO.

As Operators, U.S. Shipping

Board.

Hongkong, 3rd August, 1920.

CONSIGNEE

NOTICE TO CONSIGNEE

PACIFIC MAIL S.S. CO., LTD.

S. S. "VENEZUELA"

From SAN FRANCISCO via

HONOLULU, YOKOHAMA,

KOBE, SHANGHAI, &

MANILA.

The above mentioned vessel having arrived from the above mentioned ports, consignees of cargo are hereby informed that they must take immediate delivery of same from alongside, and all cargo impeding discharge will be landed at their risk and expense into the Pacific Mail Steamship Company's godowns at West Point, and stored at Consignee's risk.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports & Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10:45 a.m. and noon within the free storage period.

No claims will be admitted after the goods have left the steamer's Godown, and all goods remaining undelivered after August 10th at 10 a.m.

All claims must be presented within a week of the steamer's arrival here, after which they cannot be recognized.

No claim will be admitted after the goods have left the godowns, and all goods remaining undelivered after August 11th will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL S.S. CO.

Hongkong, 4th August, 1920.

SHIPPING
HOLLAND-EAST ASIATIC SERVICE

Regular monthly service between Japan ports, Shanghai, Hongkong and Manila and Amsterdam, Rotterdam, and Hamburg, Bremen, FOR ROTTERDAM AND HAMBURG, S.S. "TOBA" Beginning of September, FOR AMSTERDAM AND HAMBURG, S.S. "BAARN" September, FOR ROTTERDAM AND HAMBURG, S.S. "TJIMANEK" October, FOR AMSTERDAM AND HAMBURG, S.S. "KANGEAN" November.

For full particulars please apply to

JAVA CHINA JAPAN LYN

General Agents,
York Building.

KONINKLYKE PAKETVAART MAATSCHAPPI

(Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP:

"VAN WAERWYCK"

13th August.

Singapore, Penang and Belawan Dell.

This vessel offers excellent cabin-accommodation for saloon passengers.

Wireless Telegraphy

For freight and passage apply to:

JAVA-CHINA-JAPAN LYN,

Telephone No. 1574.

Agents.

WATERHOUSE LINE.

TRANS-PACIFIC-FREIGHT-SERVICE

Operating the following U. S. Shipping Board steamers For

SEATTLE-TACOMA-VICTORIA-VANCOUVER via Kobe and Yokohama.

"DELIGHT" 25th August.

"MAQUAN" 25th September.

Further sailings to be announced later. Thru B/Ls issued to all Overland Common points in U.S. and Canada.

For rates and full particulars apply to FRANK WATERHOUSE & CO. 3rd Floor, Hotel Mansions. Telephone 3507.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAM-BOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Sailing—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.

From Canton daily at 8 a.m. and 5 p.m. Sunday 5 p.m. only.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

To Macao—Daily at 8 A.M. and 5 P.M. (Sundays at 9 A.M.)

From Macao—Daily at 8:30 A.M. & 2 P.M. (Sundays at 6 P.M.)

Police Permits to leave the Colony are not required.

Further information may be obtained at the Toy's Office, Hotel Mansions, or from Messrs. Thos. Cook & Sons, Booking Agents, Hongkong.

EDUCATING THE ARMY. The War Office has decided permanently to retain the principle that systematic technical education shall henceforth be made an essential part of a soldier's military training. The Corps of Army Schoolmasters is to be disbanded and replaced by officers. The object of this decision is to render the soldierable news corps, which will be administered by the Chief of the Imperial General Staff, will have an establishment including 12 lieut.-colonels, 30 majors, 76 captains, 310 lieutenants and about 500 warrant officers. The object of this decision is to render the soldierable news corps, which will be administered by the Chief of the Imperial General Staff, will have an establishment including 12 lieut.-colonels, 30 majors, 76 captains, 310 lieutenants and about 500 warrant officers. The object of this decision is to render the soldierable news corps, which will be administered by the Chief of the Imperial General Staff, will have an establishment including 12 lieut.-colonels, 30 majors, 76 captains, 310 lieutenants and about 500 warrant officers. The object of this decision is to render the soldierable news corps, which will be administered by the Chief of the Imperial General Staff, will have an establishment including 12 lieut.-colonels, 30 majors, 76 captains, 310 lieutenants and about 500 warrant officers. The object of this decision is to render the soldierable news corps, which will be administered by the Chief of the Imperial General Staff, will have an establishment including 12 lieut.-colonels, 30 majors, 76 captains, 310 lieutenants and about 500 warrant officers. The object of this decision is to render the soldierable news corps, which will be administered by the Chief of the Imperial General Staff, will have an establishment including 12 lieut.-colonels, 30 majors, 76 captains, 310 lieutenants and about 500

DELICIOUS SUMMER DRINKS

Can be made with
WATSON'S

PURE FRUIT SYRUPS

Mixed with plain or Aerated
Water. Raspberry, Strawberry,
Lemon, Lime Juice--etc., etc.

Prepared from the

GENUINE FRUIT JUICE.

A. S. WATSON & CO., LTD.

THE HONGKONG DISPENSARY.
Phone 16.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C., 5th edition. Western Union.

Office address: 11, Ice House Street.

The Hongkong Telegraph

HONGKONG, FRIDAY, AUGUST 6, 1920.

QUO VADIS?

It is difficult these days to indulge in retrospection without feeling that the world has lost more than it has gained during the last five years. But that really cannot be, because it has gained the experience that goes to make up history and it is from history that we learn all our lessons. The anniversary of the outbreak of the war has just passed and few of us have looked back upon all that has happened since August 1914 without realising that our present position is hardly that which we expected to occupy when the blessedness of peace would again come on the earth. Have we profited by the lessons as we ought to have done, or will that be left to a later generation looking back through a lengthier perspective? The question is by no means an idle one, for posterity will judge of this age by the degree of profit it made out of an experience, unique if terrible.

Let any man take a glance at contemporary news and he will realise something of the stationariness that has characterised the period since the cessation of hostilities in the West. Yesterday's cables can be taken as typical. The main items of news was concerning the struggle between Poland and Russia, how the Bolsheviks were making a big bid for Brest-Litovsk, how there was a break in the negotiations towards peace. In Mesopotamia the British troops have suffered a severe reverse, losing many men and much material. The French are still fighting the Turks, and yesterday's telegrams told how the former had defeated a large force of Turkish Nationalists. Ireland is still in sorry plight, China is still the home of a mixed medley of contending factions, and one can look around the world in general and see an accumulation of evidence that the human race as a whole has been purged of very little, despite colossal slaughter and futile spendings. America is still debating whether she will join and help in the Councils of Europe; nations are almost as insular and self-optimised as ever they were, and individuals are just as self-willed. That is the apparent view to one who is content to take everything at its face value, but is it the real view, is it a just valuation of our position? Before one ever attempts to answer such a query, there is one tendency noticeable that we very much deplore. One can scarcely pick up a British newspaper without finding murder stories and mysteries "featured" on a scale even more sensational than before the war. Big "double-column" headlines shout sordid details and the paper that gets the most sensational story of the day apparently prides itself on so doing. The war did bring us temporary relief from that. There was no room for such displays and we got on just as well without them. Does it prove that the war has left us with a greater desire for thrills and that calm days of peaceful work are too dull? It looks very much like it, and the keen sociologist will find himself up against a little problem there. What is that we have gained out of all this turmoil? Yes, we have kept "liberty" alive, we have made it plain that might can never be right, we have saved and defended small nations, we have a better chance now of getting a League of Nations to work than ever before, and we have settled many vexatious questions of boundaries and the like. We have done all these things and others, but as men and women who have been privileged to live in these great days, what have we gained that is going to profit the world? that will help us the quicker to reach the goal of heaven on earth? How many of us have asked ourselves that question and tried to give a satisfactory answer?

Let us not put the blame too much on Governments; Governments live by consent of peoples and present day happenings are a reflex of what the bulk of the people feel. Public opinion is always a little ahead of legislation, but public opinion must also be a consenting party to all enactments. Otherwise we should have revolutions. It is true to say that the world to-day is what the people in it have made of it and everyone must take his share of the responsibility. We cannot shelve it on to anybody else without denying our much vaunted democracy. To sit down with folded arms and to just "let" things happen is as pernicious as being a guilty partner to definite wrong-doing. The world's need to-day is of men and women who are determined to see that right is done. Give any nation a determined and enlightened proletariat and all other good things will be added unto it. In other words, let men and women learn the lessons of the past and act on them and the way will become clear for the attainment of all to which we so dearly look forward. It's a very individual matter, this turning of wrong into right, this bringing of order out of chaos. There can be no delegation of the duty.

NOTES & COMMENTS.

CANTON HEROES.

For richness of phraseology and nauseating heroics command us to the manifesto being issued by Tsoen Chun-hsuan, the Chief Administrative Director of the so-called Canton Military Government. He has of late been engaged in the task of writing awesome denunciations of the notorious Tuan Chi-jui, whom he describes in one of his epistles as being "unique as an unapproachable master in wickedness and sin." (We shall have to save up that phrase for use the next time we wish to say something unkind about somebody.) But the most striking point about these missives of Tsoen's is the self-righteous spirit which they breathe. Tuan and his party are described as traitors, despots, rebels and murderers, whilst the Cantonites are upheld as the apostles of humanity, justice and all that is righteous. Here is a typical bit:— "The victories achieved by our comrades have been justly renowned throughout the land; we upheld righteousness against their wickedness; our loyalty against their treachery; humanity against their atrocities; sincerity against their deceitfulness; public will and the people's interest against their militarism and foreign assistance." After that, we begin to think that if there is a heaven where real saints foregather it must be situated somewhere near Canton. There are exhortations to "my beloved comrades and brethren to gird up their loins and sharpen their battle-axes, with an assurance that "the past generations of five millennia will direct your fire, whilst over four hundred millions of your brethren are depending upon your bravery and heroic deeds." To all of which we are merely inclined to reply: "Bow-wow!"

TWO HONGKONGS.

In connection with the very substantial help which has been rendered to the war devastated villages of France through the movement initiated by Mrs. Basil Taylor the excellent idea is to be carried out of permanently giving the name of "Hongkong" to some village in the devastated part of France which shall have been benefited by the Fund. Mrs. Basil Taylor is seeing the French Minister of Reconstruction on the matter, and she hopes later to forward to the Colony some account of our new god-child. We have seen by the papers to hand recently that several towns and cities at home are "adopting" villages in France and Belgium in which they are henceforth to take a special interest.

The same idea is now to be put into effect so far as Hongkong is concerned, excepting that the place to be aided will be known by the same name as this Colony, and thus for the first time there will be two Hongkongs on the map. As to the Fund itself, everyone must be immensely gratified at the excellent results secured, by which on a total income of \$27,353 no less a sum than \$25,011 was sent to France. This effort is one of which the whole Colony may be proud, for all the communities here liberally aided the movement, but, most striking of all, it is a tribute to the enthusiasm of one lady, Mrs. Basil Taylor, who started the idea and worked so hard to carry it through.

CHILD CRUELTY.

We take off our hats to Mr. N. L. Smith for imposing a fine of \$500 on a heartless Chinese woman who abominably treated two girl servants by burning them.

And our admiration for him is all the greater because he declined to stay the full operation of the law on a suggestion that a conditional plea of guilty be accepted, with a promise of compensation for the injured girls. Counsel for the defence pectively put forward the plea that the burns were caused by the ordinary custom amongst Chinese of attempting to cure boils by the process of burning, although he blandly admitted that the woman might have exceeded what was necessary for the purpose. But the evidence showed that there was no trace of boils whatever, though the burns were still there when the examination was made. It is so difficult to bring home these charges of child cruelty that we fear far too many of them go unpunished. When they do come up, and are as clearly proved as this one was, no sentence is too heavy. Our only regret is that the mistress do not get a sound flogging with the "cat."

DAY BY DAY.

YOU GET INTO THE WRONG ROAD IN THIS LIFE IF YOU RUN AFTER THIS, AND THAT ONLY FOR THE SAKE OF MAKING THINGS EASY AND PLEASANT FOR YOURSELF.—George Eliot.

There was a clean bill of health in the Colony yesterday.

The annual meeting of the V. R. C. takes place at 5.30 p.m. to-morrow.

The Namsang, which came in this morning, brought 644 bags of European mails for Hongkong.

The total output of the Kailan Mining Administration's mines for the week ending 17th July, amounted to 37,788 tons and the sale during the period, to 55,911 tons.

A Chinese was yesterday admitted into the Kwong Wah Hospital suffering from stab wounds on the hands, inflicted by an assailant who made his escape.

Evening service is to be held in the Peak Church on the last four Sundays in August at 6 p.m. There is Holy Communion in this Church every Sunday morning at 8.15 a.m.

The sailors and firemen of the China Navigation Co., Indo-China S. N. Co. and China Merchants S. N. Co. have been granted an all-round increase of five dollars per head from July 1, while the steward's staff has received an increase from \$90 and \$100, lump sum, to \$120.

At 3 p.m. yesterday, a fire broke out at Yaumati in a medicine shop occupying the ground floor of No. 105 Shanghai Street. The fire is supposed to have started when a quantity of medicine caught fire from a charcoal burner used in such shops for drying herbs. The fire, which was confined to the ground floor, was put out by the firemen of the district. The extent of the damage has not been ascertained. Insurance is effected with the South China Insurance Company for \$2,800.

We regret to chronicle the death of Mrs. Lockwood, wife of Mr. E. H. Lockwood, Secretary of the Y. M. C. A. at Canton, which took place yesterday at the Matilda Hospital, Hongkong. About a week ago the deceased lady contracted malignant malaria and was brought to Hongkong, but in spite of every possible being done for her she passed away, at the early age of 33 years. Much sympathy is felt for the bereaved husband and the two little children. The funeral is taking place at Happy Valley this afternoon.

The favourite trick by which ricksha coolies are lured to a lonely locality and robbed, is reported in a message received at Police Headquarters from the Station at Yaumati. It is reported that a ricksha coolie last night picked up a "fare" at Shanghai Street, and on arrival at a lonely spot near the Kwong Wah Hospital a man rushed out from a place of concealment and forced the frightened coolie to surrender his day's earnings. Curious to relate, his "fare" appeared to be indifferent to the proceedings and when he left it was in the company of the robber.

Inspector John Grant at the Police Court to-day told how he was on the scene to capture a robber who endeavoured to make off with a sum of \$200 from a shop. The robbery is stated to have taken place at the junction of Hillier Street and Bonham Road yesterday, when the shroff, after having performed a round of calls with various debtors of his firm, had his money snatched from him by the robber, who, with the same quickness that he bestowed on this feat, took to his heels. His agility, however, was of no avail. There was a race between him and Inspector Grant, who happened to be walking in that locality, with the result that the delinquent eventually dropped on his knees and offered to give the inspector the money as a sumshaw on condition that he would not be arrested. When charged at the Police Court this morning, he was sentenced to six weeks' hard labour.

LINES FROM
LINKCUMBODDIE.

"Linkcumoddie,"
Ecclefechan, N.B.
30th June 1920.

Dear S — for, judging by the nipping and eager air this morning, winter will soon be on us.

Aye, London's got Pickford fever badly now. Film Mary and Dougie Fairbanks, man and wife now, have arrived in this country wi' an oclat, aye that's the very word, unknown outside the cinema world. To give the affair its proper place in recognised modern day standards' welcome it was slightly greater than that given to a favourite pugilist and a lot by a jugful, greater than that accorded a Prime Minister or any other of the serious folks of life. Aye, it's surely a topsy-turvy age we live in. Popularity now-a-days seems to be graded wholly by the ability and power to entertain. Cabinet Ministers give place to comedians. Grey matter ranks second to a ten-inch smile or a pair o' baggy trousers topside a pair o' bulgy boots. I think it was Spencer that said it was fame that was greater than gold, but nowadays our latter-day notables have other ideas. In any case they have a fine working arrangement between the two desirabilities. Certainly the joint incomes of our picture newly-weds is away and beyond what O. Henry calls the "dream of averages". Of course to argue to-day whether you two are worth what they earn is not only foolish but almost dangerous. The fat cheques they draw and the hero-worship they accept are merely signs of the times. What's more forby profiteering in popularity doesn't come within the meaning of the Act. All the same one can only marvel at the curiosities of the multitude and at times envy those whom it favours.

At 3 p.m. yesterday, a fire broke out at Yaumati in a medicine shop occupying the ground floor of No. 105 Shanghai Street. The fire is supposed to have started when a quantity of medicine caught fire from a charcoal burner used in such shops for drying herbs. The fire, which was confined to the ground floor, was put out by the firemen of the district. The extent of the damage has not been ascertained. Insurance is effected with the South China Insurance Company for \$2,800.

Blood thirsty folks waiting patiently for the ex-Kaiser's head on a platter or the H. K. Telegraph pictures of him hanging by the neck from a gallows on Tower Hill may well begin to think of some other kind o' mental exercise, for twice during the past week L. G. has hinted that there's no' likely to be anything doing in the way o' scrapping the ex-royal neck. Already some o' the sanguinary optimists are now looking for the uttermost farthing that can be wrung out o' an unrepentant Germany by way of indemnity. But it seems to me that they're cast for the company of those who become sadder and wiser. The "Big Two" or maybe it was the "Big Three," I forget always which, met again at Boulogne last week but up to now an oyster is a jazzband compared to the noise Mr. L. G. has made as to the damage that can be done to the German economy by way of indemnity. But it seems to me that they're cast for the company of those who become sadder and wiser. 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Ladies' Rain Coats \$7.00 to \$10.00 each.
Gents' Umbrellas \$2.25 to \$2.50 each.
Rubber Over Shoes \$1.50 to \$2.25 a pair.
Boys' Washable Suits 20% discount.
Girls' Summer Dresses 20% discount.

SALE ONE WEEK ONLY — TO-DAY TO 7th.

DISEASE AMONG CATTLE.

NO DANGER TO THE PUBLIC.

A meeting of the Sanitary Board was held yesterday to deal with business left over from Tuesday's abandoned meeting. Mr. G. B. Sayer presided and there were present Mr. S. W. Tso, Mr. Chow Shun-sen, Dr. W. V. M. Koch, Dr. Ozorio, Dr. Pearce, M. O. H. and Mr. C. M. W. Reynolds (Secretary).

Two applications for permission to install closets in new premises at Kowloon were granted, subject to the usual conditions.

The Chairman intimated that the Medical Officer of Health wished to make a further statement on the pleuro-pneumonia discovered among the cattle at the Dairy Farm, and to make a motion on the subject. He asked the Board to permit the moving of the motion without the usual notice.

Dr Pearce said the Board would remember that an order was made for the slaughtering of some 46 head of Australian cattle which arrived for the Dairy Farm and which were presumed, and justifiably so, to have brought pleuro-pneumonia into the Colony. All those cattle had been destroyed and other cattle known to have been in contact with them had been isolated in quarantine. Since the slaughtering, however, the Manager of the Dairy Farm and the Veterinary Surgeon at the Dairy Farm, after consulting the stock books, found a few other cattle which had been in more or less remote contact with the infected cattle before the latter showed signs of sickness, and among these cattle further cases had occurred and many more sheds than those declared infected, and isolated, were now involved—at least seven more sheds in different parts of the Dairy Farm premises. It was possible for the Board to declare these separate sheds to be infected premises, but that would involve the closing of those sheds, and would prevent the Company from removing any sick animals from those sheds to where they might be watched and where they might be taken to be slaughtered. He would ask therefore that the Board declare the whole premises on both sides of the road to be an infected area. That would prevent any animal or thing which might spread infection from leaving the place. It would prevent the spread of the disease to other cattle in the Colony with

out preventing the Veterinary Surgeon, in the Board's discretion, from removing cattle showing signs of the disease to a specially appointed place for observation and, if necessary, for slaughter. He asked therefore that the Board declare the whole premises to be an infected area and that notices be posted up forbidding the removal of any animal or thing from the depot without the occurrence of the disease.

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The Chairman: Yes, they are under section 53.

Dr Ozorio advised careful discrimination. Otherwise there would be a scare.

Dr Pearce: The disease is not communicable to man. There is no danger in drinking the milk or eating flesh found to be in healthy condition. The flesh of animals found to be suffering from the disease will not be sold for consumption. It will be buried in the Dairy Farm.

WAR STRICKEN FRANCE.

THE HONGKONG FUND.

In publishing the following statement of accounts of the Hongkong Fund for War-Devastated France, Mrs. Basil Taylor, the originator, desires to convey her thanks to all those who, by hard work, sympathy and subscriptions, assisted in the splendid result of this appeal. Special acknowledgment is made of the services of the General Committee in organising and carrying out so many different forms of money-making, including the meetings arranged by the Gymkhana and Jockey Clubs, which proved the best-paying entertainment of the whole; and special thanks are accorded to the Portuguese Community for the splendid and indefatigable work it did under the leadership of Mr E. V. M. R. de Sousa, then the Consul-General; also to the French community, and to the Chinese of the Colony, headed by the Hon. Mr Lau Chu Pak and Sir Robert Ho Tung.

The proceeds of the Fund have been sent to M. Paul Hyacinthe Leyson, 110 rue du Bac, Paris, who will consult with the French Minister of Reconstruction in regard to their distribution.

Through M. Reau, formerly Consul-General for France in Hongkong, the suggestion has been made that the name of Hongkong should be permanently given to that of some village in the devastated part of France which shall have been benefited by the Fund, to perpetuate the memory of the Colony's work for their people. This offer was unanimously accepted by the Committee, and in due course the name of the village so designated will be announced in the Hongkong papers. Mrs Taylor hopes, after consultation with the Minister of Reconstruction in Paris, where she is going on her way home, to visit this town and write to Hongkong some account of the Colony's godchild. Finally it is hoped that, although the Hongkong Fund for War-Devastated France has now been wound up, the Colony will continue for generations to come to take an interest in the village the Colony will have helped to create.

We are requested to add that Mr Matheson, of the Chartered Bank, has kindly consented to receive and deal with any further sums which may come in to the Fund, and to receive and publish reports from France as to the progress of administration of Hongkong's contributions.

STATEMENT OF ACCOUNT.

Postage	10s
Pansy Day Fund	1s
Acknowledged in Press	1s
Up to 5th March	1s
1920	\$11,543.25
Later subscriptions	350.00
	\$12,163.25
Gymkhana Club	1s
By cheque for net proceeds of St. Andrew's meeting on 29th November, 1919	7,710.00
Lecture by Mlle. H. Van der Flier at City Hall on 1st December, 1919	1s
Collected by Mrs Beavis, Mrs Edgar Davidson and ladies assisting them	250.00
Bookings through Messrs. Moutain & Co.	12s.00
	\$382.45
Masked Ball on Friday, 19th December, and Cabaret on Saturday, 20th December, at Volunteer Headquarters	1s
Gate receipts (including coupons sold), including teas provided by Mrs Taggart and conducted by Mrs E. D. C. Wolfe	537.50
Messrs. Moutain & Co. (including coupons sold)	363.00
Messrs. Donnelly & Whyte. Profit on bar sales	110.00
	\$1,844.50

Dr Ozorio: None of the animals in quarantine will supply milk for the public?

Dr Pearce: No.

It was decided that the Dairy Farm premises on both sides of Pokfulam Road be declared infected under section 12, and that a subcommittee consisting of the Medical Officer of Health, Dr Koch, and Dr Ozorio be appointed with powers to act in sanctioning removals of carcasses etc.

NOTICES

DAIRY FARM NEWS.

New Shipment of

FROZEN SMOKED FISH

Selected Fillets - 60 cents per lb.
Finnan Haddocks - 50 " " "
Selected Kippers - 40 " " "
Red Herrings - 30 " " "

THE DAIRY FARM, ICE & COLD STORAGE COMPANY, LIMITED.

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ICE CREAM
PUDDINGS, DRESSINGS, Etc.
PACKED BY
NESTLE'S
OBtainable from
LANE, CRAWFORD & CO.,
25 cts. per tin.

Tombola.	Masked Ball and Cabaret	
Everything Stall-Mes-	Cost of matsches	50.00
dunes Hay, Edgar	Rent of chairs and	5.00
Davidson, and	tables	5.31
Everything Else	Band and profes-	10.00
Stall Mesdames	sional dancing	45.00
Scott, — Harston.	Electric light	5.00
Frost		688.31
		\$1,915.90

Tombola.	Masked Ball and Cabaret	
Proceeds	Cost of matsches	50.00
Tombola and Lucky Dip	Rent of chairs and	5.00
Stall per Portuguese	tables	5.31
Consul General	Band and profes-	10.00
Mr. E. V. M. R. de	sional dancing	45.00
Sousa	Electric light	5.00
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NOTICES

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"Behind your Silken Veil".....Fox Trot.

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Empress of Russia Aug. 26 Sept. 13
Empress of Japan Sept. 14 Oct. 5
Empress of Asia Sept. 23 Oct. 11
Empress of Russia Oct. 21 Nov. 8
Monteagle Oct. 26 Nov. 19
Empress of Japan Nov. 9 Nov. 30
Empress of Asia Nov. 18 Dec. 6
Empress of Russia Dec. 16 Jan. 3
Monteagle Dec. 31 Jan. 24

Passengers in Europe strongly advised to determine the exact date of the Atlantic sailing desired prior to booking their passage as possible. Their departure from Europe is arranged as far as possible. All bookings are arranged to be made by air. All reservations are arranged to be held by cable for an indefinite period. Frequent sailings from Montreal to Liverpool, London and Germany. Passage orders covering all such reservations will be issued.

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"COAXET" About Aug. 22

For SAN FRANCISCO and SEATTLE.
"ELKTON" About Aug. 11th.
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ABOUT AUGUST 15TH.

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Due Inwards About Sailing About
S.S. WEST MONTOP...Aug. 1 S.S. WEST MONTOP...Aug. 12
S.S. WEST HIIKA Aug. 22 S.S. WEST HIIKA Aug. 25
S.S. VINITA Sept. 12 S.S. VINITA Sept. 15
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"THE PATHWAY OF THE SUN."

STEAMERS. TONS. LEAVE HONGKONG.
TENYO MARU 22,000 Aug. 12th.
SHINYO MARU 22,000 Sept. 6th.
PERSIA MARU 9,000 Sept. 17th.
KOREA MARU 20,000 Sept. 30th.
SIBERIA MARU 20,000 Oct. 12th.

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HONGKONG TO VALPARAISO.
VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO,
SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO,
MOLLENDO, ARICA & IQUIQUE.

THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AIRES.

STEAMERS. TONS. LEAVE HONGKONG.

ANYO MARU 18,500 Sept. 9th.
SEIYO MARU 14,000 Nov. 9th.

For full information regarding passengers, freight, and sailings apply to—

Y. TSUTSUMI, Manager.

King's Building. Tel. Nos. 2374 & 2375.

Agents at Canton:

Messrs. T. E. GRIFFITHS, LTD.

CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.

"NANKING" "NILE" "CHINA"

15,000 tons. 11,000 tons. 10,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "NILE" "CHINA"

Aug. 19th. August 23rd. Sept. 24th.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER, Freight and Passenger Agent.

Prince's Buildings, Ice House Street.

Telephone, Passenger Dept. 1934.

Telephone, Freight Dept. & Agent 2161.

STRUTHERS & DIXON, INC.

Operating Far Eastern services on account of the

UNITED STATES SHIPPING BOARD.

ALSO

Amalgamated with COSMOPOLITAN SHIPPING CO.

GREEN STAR LINE.

NEW YORK.

Operating Baltimore via Panama Service to the Far East.

To SAN FRANCISCO.

"BRAVE COEUR" ... 15th September.

To SEATTLE.

"WEST IVIS" ... 13th August.

"WEST ISON" ... 29th August.

"DEUEL" ... 16th September.

Through Bills of Lading issued to all U. S. and Canadian Overland Common Points.

HONGKONG OFFICE: 1st floor, Powell's Building, 18, Des Voeux Rd., Tel. 3008.

PRINCE LINE FAR EAST SERVICE.

For New York.

"CELTIC PRINCE" VIA SUEZ CANAL. Early October.

Steamers proceed VIA SUEZ CANAL OR PANAMA CANAL at Owners option.

For freight and further particulars, apply to

SHEWAN TOMES & CO.

Agents.

PACIFIC SHIPPING.

DOLLAR LINE



SAILINGS FROM HONGKONG FOR
NEW YORK VIA PANAMA.

STEAMERS. SAILING DATE
"GRACE DOLLAR" ... AUG. 15TH.

FOR VANCOUVER.

"MELVILLE DOLLAR" ... SEPT. 17TH.
"HAROLD DOLLAR" ... OCT. 9TH.

Through Bills of Lading issued to all parts of United States or Canada

"Movements subject to change without notice."

For particulars for freight apply to—

THE ROBERT DOLLAR CO.

GENERAL POST OFFICE BUILDING TEL. 795.
THIRD FLOOR TEL. 793.

SAILING DATES.

SHIPS, U. S. & ETC.

Peking	P. L.	Aug. 6
Ataria	M. N. Y. K.	Aug. 10
Siberia	M. T. K.	Aug. 10
Taiyuan	B. & S.	Aug. 10
Tsingtao	M. T. K.	Aug. 10
Montevideo	C. P. O. S.	Aug. 12
West Irian	F. W. Co.	Aug. 12
West Montop	L. A. Co.	Aug. 12
West Cadron	R. D. Co.	Aug. 12
Mexico	M. O. S. K.	Aug. 13
Penang	M. N. Y. K.	Aug. 13
Alcinones	B. & S.	Aug. 14
Lahore	P. & S.	Aug. 14
Toyohashi	M. N. Y. K.	Aug. 15
Greenland	S. & D.	Aug. 15
Saucon	P. S. Co.	Aug. 15
West Campgaw	P. S. Co.	Aug. 15
Kalyan	P. & O.	Aug. 15
Grace D.	R. D. Co.	Aug. 15
Ixion	B. & S.	Aug. 17
Takada	P. & O.	Aug. 17
Eastern	P. & O.	Aug. 17
Oanfa	B. & S.	Aug. 17
Aki M.	N. Y. K.	Aug. 18
Nanking	C. M. Co.	Aug. 19
C. of Spokane	P. & O.	Aug. 19
Tenshin	M. N. Y. K.	Aug. 20
Shidzuka	M. N. Y. K.	Aug. 20
Bellerophon	B. & S.	Aug. 20
Africa M.	O. S. K.	Aug. 21
Coaxer	P. S. Co.	Aug. 22
Prometheus	B. & S.	Aug. 22
West Hika	L. A. Co.	Aug. 23
Delight	P. W. Co.	Aug. 23
Akata M.	N. Y. K.	Aug. 25
E. of Russia	C. P. O. S.	Aug. 25
Plassy	P. & O.	Aug. 25
Birmingham	B. L.	Aug. 27
Nile	C. M. Co.	Aug. 29
West Ison	S. & D.	Aug. 30
Kanagawa	M. N. Y. K.	Aug. 30
T. ba	J. C. J. L.	B. Sept.
Shinyo M.	T. K. K.	Sept. 6
Ningchow	B. L.	Sept. 6
Alps M.	O. S. K.	Sept. 7
Chicago M.	O. S. K.	Sept. 9
Kansas	B. L.	Sept. 10
Fusahimi M.	N. Y. K.	Sept. 11
Egremont	C. D. N. Co.	Sept. 12
Vinita	L. A. Co.	Sept. 15
Easterling	P. S. Co.	Sept. 15
Cape May	P. S. Co.	Sept. 15
Brave Coeur	S. & D.	Sept. 15
Deuel	S. & D.	Sept. 16
Melville D.	R. D.	

Shipping to Europe, Australia, and other Ports.

**P. & O.-BRITISH INDIA, APCAR
AND
EASTERN & AUSTRALIAN LINES.**

(COMPANIES incorporated in ENGLAND)

TO
STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND
& QUEENSLAND PORTS, RED SEA,
EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
LAHORE	5,300	14th Aug.	Marseilles, London and Antwerp.
KALYAN	9,000	15th Aug.	
PLASSY	7,400	26th Aug.	

BRITISH INDIA-APCAR SAILINGS (South)

TAKADA	7,000	17th Aug.	Calcutta via Singapore Penang & Rangoon.
EASTERN	4,000	17th Aug.	Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney and Melbourne.

EASTERN & AUSTRALIAN SAILINGS (South)

JAPAN	6,100	12th Aug.	Shanghai & Japan.
WIRELESS ON ALL STEAMERS.			

Particulars of sailing not more than 24 hours will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freights, etc., apply to

MACKINNON, MACKENZIE & CO.
22, Des Voeux Road Central Agents.**N. Y. K.**

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Keelung, Shanghai & Japan ports. Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways. TOYOHASHI MARU (Calling Manila) Sun., 15th Aug., at 11 a.m. KASHIMA MARU (Calling Manila) Mon., 16th Aug., at 11 a.m. FUSHIMI MARU ... Saturday, 11th Sept., at 11 a.m. LONDON & ANTWERP via Singapore, Penang, Colombo, Suez Port Said & Marseilles. ATSUTA MARU ... Tuesday, 10th Aug., at noon. SHIZUOKA MARU ... Friday, 29th Aug., at noon. HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said. MARSEILLES & LIVERPOOL via Suez, C. B., Suez & Port Said. KANAGAWA MARU ... Friday, 29th August. SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane. AKI MARU ... Wednesday, 18th Aug., at 11 a.m. TANGO MARU ... Wednesday, 22nd Sept., at 11 a.m. NEW YORK via Suez Canal. AKITA MARU ... Thursday, 26th August. SOUTH AMERICAN PORTS via S'pore, C. B., Calcutta & Cape. PENANG MARU ... Friday, 13th August. BOMBAY & COLOMBO via Singapore. TENGSHI MARU ... Friday, 23rd August. CALCUTTA & RANGOON via Singapore & Penang. PENANG MARU ... Friday, 13th August. JAPAN PORTS—Nagasaki, Kobe & Yokohama. TANGO MARU ... Saturday, 21st Aug., at 11 a.m. SHANGHAI, KOBE & YOKOHAMA. CALCUTTA MARU ... Friday, 6th Aug. SHINGO MARU ... Friday, 6th Aug. NAGATO MARU ... Thursday, 12th Aug. For further information apply to— NIPPON YUSEN KAISHA. Telephone Nos. 292 & 293. S. YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	To
TJIKINI	Java	in port	7th Aug.	Shanghai.
Wahyang	Java	8th Aug.	13th Aug.	Java.
Tjileboel	Java	14th Aug.	19th Aug.	Yokohama.
Tjitembang	Japan	16th Aug.	20th Aug.	Java.

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

ALSO OPERATING

JAVA PACIFIC LIJN.

NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	To
Tjisondari	Java	27th Aug.	31st Aug.	San Francisco.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.
Telephone No. 1574. York Building.

Shipping to Europe, Australia, and other Ports.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said. (Call Marseilles) 7th September.
"ALPS MARU" ... 25th September.
"ATLAS MARU" ...

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.
"MEXICO MARU" ... Friday, 13th August.
"CHICAGO MARU" ... Thursday, 9th September.
BOMBAY & COLOMBO—Regular fortnightly service via Singapore "LUZON MARU" ... Friday, 20th Aug.
SAIGON, BANGKOK, & SINGAPORE—Regular Monthly Service.
"SEISEN MARU" ... Wednesday, 1st Sept.
SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"KUNAIJIN MARU" ... Friday, 25th Sept.
VICTORIA, VANCOUVER, SEATTLE & TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to overland points U.S. in connection with Chicago MILWAUKEE & ST. PAUL RAILWAY.

"AFRICA MARU" ... 21st August.
NEW YORK—Regular monthly service via Japan ports, San Francisco, Panama and Cuban Ports.

"HONOLULU MARU" ... Thursday, 9th Sept.
JAPAN PORTS—Moji, Kobe, Yokohama & Yokohama.

"INDUS MARU" ... Thursday, 5th August.
NEW ORLEANS ... Wednesday, 1st Sept.

"BORSEO MARU" ... Wednesday, 1st Sept.
KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

"KAIJO MARU" ... Sunday, 5th Aug.
TAKAO via SWATOW & AMOY. "SOSHU MARU" ... Thursday, 12th August.
For sailing dates and further particulars please apply to Y. YASUDA, Manager.

Tel. No. 744 and 745 No. 1, Queen's Building.

AUSTRALIAN
ORIENTAL LINE.HONGKONG TO PHILLIPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer. Arrives Hongkong Leaves Hongkong
from Australia for Australia

TAIYUAN ... 6th Aug. 10th Aug.

This steamer is fitted with R-irrigating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to Butterfield & Swire.

Telephone No. 36. Agents.

"ELLERMAN" LINE.

ELLERMAN & BUCKNALL STEAMSHIP CO. LTD.

JAPAN, CHINA & STRAITS

UNITED KINGDOM AND CONTINENT.

Steamer. Sailing
LONDON ... "KANSAS" 10th Sept.
LONDON ... "SWAZI" 20th Sept.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD., General Agents.

DODWELL & CO., LTD.

STEAMSHIP SERVICES.

Regular Sailings to NEW YORK.

NEW YORK VIA PANAMA CANAL.

S.S. "EGREMONT CASTLE"

Sailing on or about 12th September.

LLOYD TRIESTINO.

FOR SHANGHAI & JAPAN.

S.S. "HUNCARIA" Sailing on or about 31st August.

BRINDISI, VENICE & TRIESTE.

TAKING CARGO ON THROUGH B/LADING TO LEVANT, BLACK SEA & DANUBE PORTS

VIA SINGAPORE, PENANG & COLOMBO.

S.S. "PILSNA" ... Sailing on or about 9th August.

S.S. "INNSBRUCK" ... Sailing on or about 6th September.

S.S. "HUNCARIA" ... Sailing on or about 3rd October.

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. CO.)

Regular services between

JAPAN, HONGKONG & JAVA.

OCEAN TRANSPORT CO., LTD.

(TAYO KAIUN KAISHA)

Steamship services Trans-Pacific

also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading for South African Ports, with transhipment at CALCUTTA in conjunction with the Indo-China Steam Navigation Co. Ltd. and Aceria Lines, connecting with s.s. "UMONA" sailing from CALCUTTA on or about 30th August.

For Freight or Passage apply to the

DODWELL & CO., LTD. Agents.

COASTAL SHIPPING

INDO CHINA STEAM
NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination Steamer Sailing

TIENTHSIN via W'wei Cheongshing Sun., 8th Aug. at 8 light.

SHANGHAI & Taingtao Choyang Tues., 10th Aug. at 8 light.

HAIPHONG via Hoihow Taktsang Tues., 10th Aug. at 8 a.m.

SANDAKAN Hinsang Tues., 10th Aug. at noon.

STRAITS & Java ... Chunsang Tues., 10th Aug. at 3 p.m.

STRAITS & Calcutta ... Laisang Sat., 14th Aug. at 3 p.m.

CALCUTTA LINE—This Line now affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passengers accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNED LINE—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENTHSIN LINE—A regular service is run from March to Nov. between Hongkong & Tientsin calling at Weihaiwei & Chefoo.

CALCUTTA LINE.

S.S. "LAISANG" will be despatched on 14th August, at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to

RANGOON, PORT SWETTENHAM & MADRAS.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

DOUGLAS STEAMSHIP CO., LTD.

TO-DAY'S PICTURES.



GERMAN LEADERS.

Above are seen (left to right) Herren Ernst, Noske, Mueller and Schmidt, who were given Cabinet posts after the Kapp revolt.



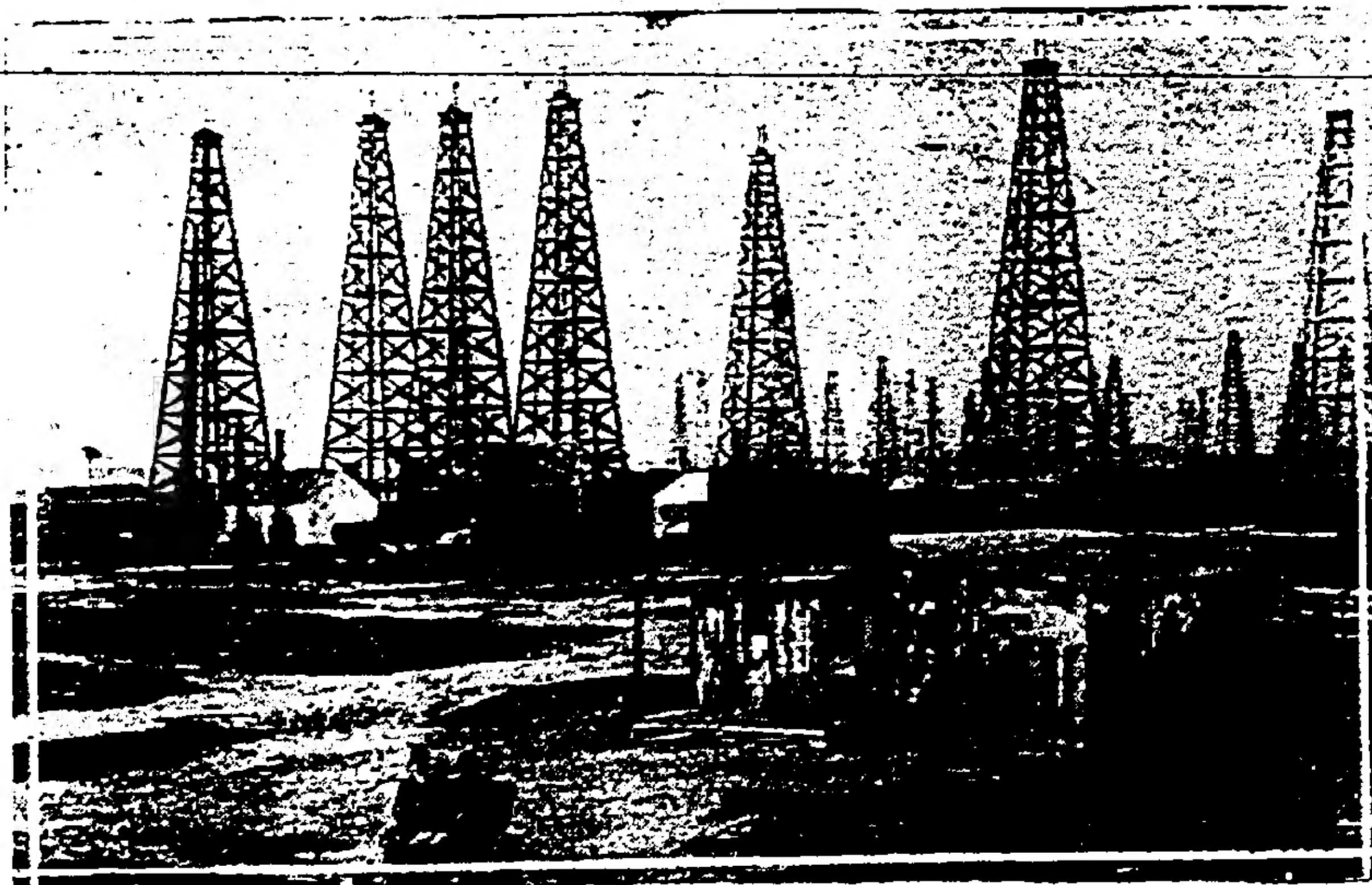
ROYAL MARRIAGE.

Prince Frederick (brother of the ex-Queen of Portugal) and Princess Margaret of Saxony, who were recently married.



WON BIG RACE.

The three-year-old "Man O' War" (Kummer up,) winner of the Preakness Race at Baltimore. The purse was \$25,000 (gold.)



THE OIL REGION OF TEXAS.

What was at one time a deserted region near Beaumont, has turned out to be a most important oil region, and is now covered with paraphernalia for mining oil.



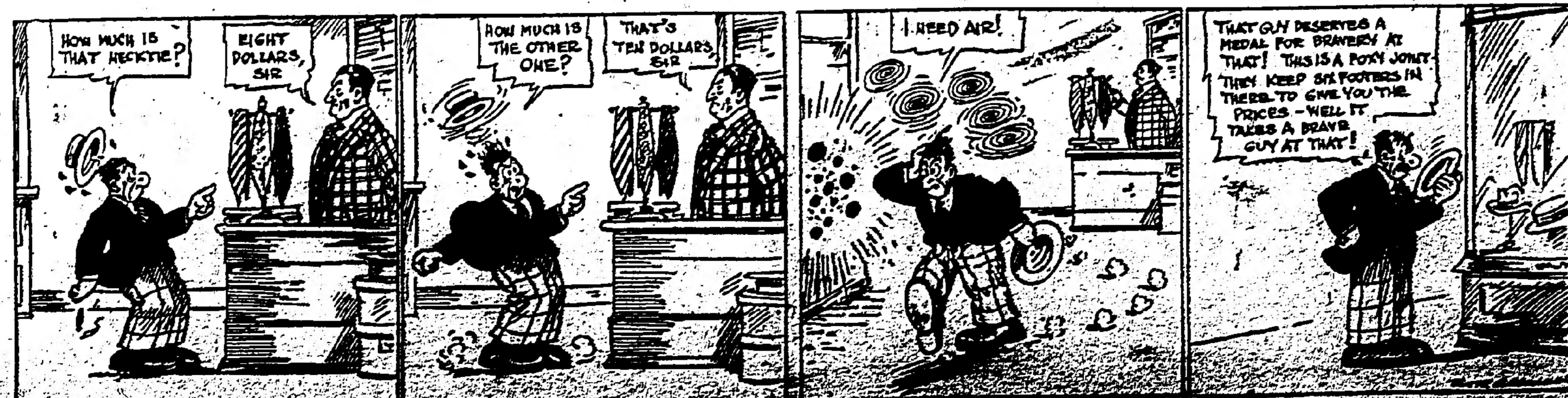
MR. F.W. JOWETT.

one of the British Labour Delegates to Buda Pest to investigate charges that the Hungarian workmen are being persecuted by the Government.

DOINGS OF THE DUFFS

Shopping Nowadays Has Its Thrills.

BY ALLMAN



NOTICES

AMERICAN EXPRESS COMPANY.

Established

America 1841 Europe 1891.

HEAD OFFICE:— NEW YORK CITY.

WORLD WIDE SERVICE.

Exclusive Offices maintained at all principal cities in America.

Foreign Offices.

ANTWERP	GLASGOW	NICE
BARCELONA	HAMBURG	PARIS
BERLIN	HAVE	PETROGRAD
BORDEAUX	KOBE	ROTTERDAM
BREMEN	LIVERPOOL	ROME
BRUSSELS	LONDON	SOUTHAMPTON
BUENOS AIRES	LUCERNE	SHANGHAI
CHRISTIANIA	MARINA	STOCKHOLM
COBLENZ	MARSEILLES	TORONTO
COPENHAGEN	MONTRAL	VALPARISO
GENOA	NAPLES	YOKOHAMA

In Process of Organization.

ALEXANDRIA HAVANA RIO DE JANEIRO
CAIRO MONTEVIDEO WARSAWSHIPPING AND BANKING CORRESPONDENTS AT ALL
PRINCIPAL CITIES AND PORTS OF THE
COMMERCIAL WORLD.

OUR FACILITIES INCLUDE:

Financial, Transportation and Travel Service.
Advice on Packing, Shipping Routes, Foreign Custom Requirements.

Credit Information, Market and Trade Reports.

Financing of Imports and Exports

Issuance of Drafts, Money Orders, Travelers Cheques, and Letters of Credit.

Bills of Exchange negotiated and collected.

Mail and Cable Payments effected.

Commercial, Time and Savings Deposits received in local currency. Pounds Sterling, United States Dollars, Francs, Peso, Tael and Yen currencies.

YOUR ACCOUNT IS INVITED.

C. H. BENSON,
MANAGER.
Hongkong.

SHIPPING.

THE ADMIRAL LINE

Freight Service to Europe.

Regular Service to
ANTWERP & ROTTERDAM.

S.S. "WEST CAMPAGW"

ABOUT AUGUST 15TH.

S.S. "EASTERLING"

ABOUT SEPTEMBER 15TH.

For freight space and particulars apply to:

BARBER STEAMSHIP LINES INC.

THE ADMIRAL LINE

AGENTS.

Telephones

2477 & 2478

5th-floor
Hotel Mansions.THE INDO-CHINA STEAM
NAVIGATION CO., LTD.

JAVA SERVICE.

THE STEAMSHIP

"CHUNSANG"

will be despatched on or about
10th August, at 3 p.m.

FOR

SINGAPORE, PENANG, BATAVIA, SAMARANG & SURABAYA.

CARGO ACCEPTED FOR

RANGOON, PORT SWETTENHAM, MADRAS & CALCUTTA

(via SINGAPORE) at current rates of freight

For Freight or Passage apply to:

JARDINE, MATHESON & CO., LTD.

General Managers

Telephone 215.

WATER RETURN.

Level and Storage of water in
Reservoirs on July 1, 1920.CITY AND HILL DISTRICT WATER
WORKS LEVEL

City	1919	1920
Titan	14.9 Below 12.2 Below surface	14.5 Below 12.5 Below surface
Titan Inter- val	Level with surface	Level with surface
Titan Tuk- tuk	14.9 Below surface	14.2 Below surface
Titan Tuk- tuk	14.9 Below surface	14.1 Below surface
Titan Tuk- tuk	14.9 Below surface	14.3 Below surface
Titan Tuk- tuk	14.9 Below surface	14.4 Below surface
Titan Tuk- tuk	14.9 Below surface	14.5 Below surface
Titan Tuk- tuk	14.9 Below surface	14.6 Below surface
Titan Tuk- tuk	14.9 Below surface	14.7 Below surface
Titan Tuk- tuk	14.9 Below surface	14.8 Below surface
Titan Tuk- tuk	14.9 Below surface	14.9 Below surface
Titan Tuk- tuk	14.9 Below surface	15.0 Below surface
Titan Tuk- tuk	14.9 Below surface	15.1 Below surface
Titan Tuk- tuk	14.9 Below surface	15.2 Below surface
Titan Tuk- tuk	14.9 Below surface	15.3 Below surface
Titan Tuk- tuk	14.9 Below surface	15.4 Below surface
Titan Tuk- tuk	14.9 Below surface	15.5 Below surface
Titan Tuk- tuk	14.9 Below surface	15.6 Below surface
Titan Tuk- tuk	14.9 Below surface	15.7 Below surface
Titan Tuk- tuk	14.9 Below surface	15.8 Below surface
Titan Tuk- tuk	14.9 Below surface	15.9 Below surface
Titan Tuk- tuk	14.9 Below surface	16.0 Below surface
Titan Tuk- tuk	14.9 Below surface	16.1 Below surface
Titan Tuk- tuk	14.9 Below surface	16.2 Below surface
Titan Tuk- tuk	14.9 Below surface	16.3 Below surface
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Titan Tuk- tuk	14.9 Below surface	19.1 Below surface
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Titan Tuk- tuk	14.9 Below surface	21.8 Below surface
Titan Tuk- tuk	14.9 Below surface	21.9 Below surface
Titan Tuk- tuk	14.9 Below surface	22.0 Below surface
Titan Tuk- tuk	14.9 Below surface	22.1 Below surface
Titan Tuk- tuk	14.9 Below surface	22.2 Below surface
Titan Tuk- tuk	14.9 Below surface	22.3 Below surface
Titan Tuk- tuk	14.9 Below surface	22.4 Below surface
Titan Tuk- tuk	14.9 Below surface	22.5 Below surface
Titan Tuk- tuk	14.9 Below surface	22.6 Below surface
Titan Tuk- tuk	14.9 Below surface	22.7 Below surface
Titan Tuk- tuk	14.9 Below surface	22.8 Below surface
Titan Tuk- tuk	14.9 Below surface	22.9 Below surface
Titan Tuk- tuk	14.9 Below surface	23.0 Below surface
Titan Tuk- tuk	14.9 Below surface	23.1 Below surface
Titan Tuk- tuk	14.9 Below surface	23.2 Below surface
Titan Tuk- tuk	14.9 Below surface	23.3 Below surface
Titan Tuk- tuk	14.9 Below surface	23.4 Below surface
Titan Tuk- tuk	14.9 Below surface	23.5 Below surface
Titan Tuk- tuk	14.9 Below surface	23.6 Below surface
Titan Tuk- tuk	14.9 Below surface	23.7 Below surface
Titan Tuk- tuk	14.9 Below surface	23.8 Below surface
Titan Tuk- tuk	14.9 Below surface	23.9 Below surface
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Titan Tuk- tuk	14.9 Below surface	24.1 Below surface
Titan Tuk- tuk	14.9 Below surface	24.2 Below surface
Titan Tuk- tuk	14.9 Below surface	24.3 Below surface
Titan Tuk- tuk	14.9 Below surface	24.4 Below surface
Titan Tuk- tuk	14.9 Below surface	24.5 Below surface
Titan Tuk- tuk	14.9 Below surface	24.6 Below surface
Titan Tuk- tuk	14.9 Below surface	24.7 Below<br

POST OFFICE.

The insured letter and parcel services with Chihli, Shantung, Peking, Shensi, Kiangsu, Shang-hai, Chekiang, Hupeh and Honan have been resumed.

Registered and parcel mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAIIS.

Straits—Per NAGATO M. 1st Aug.
U.S.A., Canada and Shanghai—
Per MONTEAGLE 9th Aug.
Shanghai—Per SUNNING 9th August
Bombay—Per BOMBAY M. 9th Aug.
Shanghai and Japan—Per ATSU-
TA MARU 9th Aug.
Stralsund—Per YOKOHAMA M.
12th Aug.
Bombay—Per TAIAN M. 13th Aug.

OUTWARD MAIIS.

TO-MORROW.
Haiphong—Per ALLINGA 7th Aug. 11 a.m.
Tientsin—Per CHEONGSHING 7th Aug. 5 p.m.
Shanghai and North China—Per CHOYANG 7th Aug. 9 a.m.
Shanghai and North China—Per TEAN 7th Aug. 5 p.m.
Shanghai and North China—Per RHESUS 9th Aug. 2 p.m.
Sunday, 6th Aug.
Japan via Moji—Per INDUS M. 8th Aug. 9 a.m.
Saigon—Per PROSPER 8th Aug. 9 a.m.
Swatow, Amoy and Formosa via Keelung—Per KAYO M. 8th Aug. 9 a.m.
Weihsien, Chesoo & Tientsin—Per KUEICHOW 10th Aug. 3 p.m.
Philippines Islands, Sancakau, Australia, and New Zealand, via Thursday Island—Per TAIYUAN 10th Aug. Reg. 1.45 p.m. Letters 2.30 p.m.
Sandakan—Per HINSANG 10th Aug. 10 a.m.
Amoy, Shanghai & North China—Per SHANTUNG 10th Aug. 9 a.m.
Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India—via Dhanushkodi, Ekypt, and Europe via Marseilles—Per ATSUA M. 10th Aug. Reg. 9.45 a.m. Letters 10.30 a.m.
Swatow & Bangkok—Per CHU-SAN 10th Aug. 11 a.m.
Swatow, Amoy and Foochow—Per HAILOONG 10th Aug. 1 p.m.
Thursday, 12th Aug.
Sakakan, Australia and New Zealand via Thursday Is.—Per TAIYUAN 12th Aug. Reg. 1.45 p.m. Letters 2.30 p.m.
Shanghai and North China—Per SUNNING 12th Aug. 10 a.m.
Swatow, Amoy & Formosa via Tako—Per SOSHU MARU 12th Aug. 8 a.m.
Shanghai, N. China, Japan via Honolulu, Canada, United States, C. & S. America and Europe via San Francisco—Per TENYO M. 12th Aug. Reg. 9.45 a.m. Letters 10.30 a.m.
Friday, 13th Aug.
Shanghai, N. China & Japan via Kowloon—Per YOKOHAMA M. 13th Aug. 10 a.m.
Swatow, Amoy and Foochow—Per HAI HONG 13th Aug. 1 p.m.
Sunday, 15th Aug.
Philippines Islands, Formosa via Keelung, Shanghai N. China, Japan via Nagasaki, Canada, United States, Central and South America & Europe via Victoria—Per TOYO-HASHI MARU 15th Aug. Reg. 9 a.m. Letters 9 a.m.
Monday, 16th Aug.
Philippines Islands, Formosa via Keelung, Shanghai N. China, Japan via Nagasaki, Canada, United States, Central and South America & Europe via Victoria—Per KASHIMA MARU 16th Aug. Reg. 8.45 a.m. Letters 9.30 a.m.
Wednesday, 18th Aug.
Philippines Islands, Australia & New Zealand via Thursday Is.—Per KAI MARU 18th Aug. 9 a.m.

HOTEL LISTS.

HOKUKO HOTEL.

Corrected to 3rd August, 1920.
Mr. W. Anderson F. L. Kirchner
P. B. Ayraut Mr. and Mrs.
Mr. and Mrs. G. L. Lankamp
J. Burt Dr. M. C. Laake
Mr. and Mrs. G. F. Bartlett C. Lauritsen
Mrs. E. Batchelor W. Law
Mr. and Mrs. Madam J. J.
Bechers and a child Miss M. Likie
Mrs. E. R. Belliss P. Linson
W. M. Bellis S. Longfield
Mr. and Mrs. A. H. Lustig
C. H. Nelson D. H. Macdonald
Mr. and Mrs. Dr. O. Marriott
S. Bianey C. W. Martyr
T. Gordon Blyth V. Mathews
Mrs. G. Bon Mr. and Mrs.
Cardel S. P. Brady J. F. McKeon &
Mr. and Mrs. Captain C. R.
J. M. Brady Mechan
R. S. Brockman Major and Mrs.
and child H. Mitcheson
J. F. Bromfield Mrs. Mockel
W. H. Burgess A. Morrison
A. Campbell Mr. and Mrs.
A. Davis W. P. Neeson
J. D'ewar Mrs. N. Newitt
Miss V. Doria C. Osborne
Mr. and Mrs. E. R. Palmig
D. R. Edwards Capt. J. F. Pen-
A. W. Estes cock
J. B. Farquhar Miss N. E. Pepp-
Eug. Capt. S. P. erel
Ferguson Miss S. Perry
Miss G. Fonda A. H. Porter
Miss C. Fontaine E. H. Bay
T. Daniel Frawley Miss I. Reichert
C. G. Fry C. P. W. Ricou
L. S. Gardiner Mrs. Robenhorst
G. M. Gordon R. Rodenfuer
H. G. Gadic J. T. King-Salter
G. H. Gibben Capt. J. R. Scott
J. A. Griserson R. H. Smith
J. R. Hall J. Ross Smith
J. M. Han Capt. J. Speed
W. A. Hannibal Miss O. Stevens
J. Hansen Mr. and Mrs.
A. Hanson C. P. Temple-
H. Henderson son
F. E. Hill A. Tutundjian
H. K. Hochschild Miss L. Verden
Mrs. Horne J. B. Van Waveren
Master Hoppe J. H. F. Weber
W. H. Howe Mr. and Mrs.
E. S. Jaccard Mr. J. Weiz
Mrs. E. Jack Mr. and Mrs.
Mrs. E. R. Jones A. F. Weston
A. Julian J. H. Williams
S. B. Karanji W. Wylie
Mr. and Mrs. L. Yates
R. Kewley

PEAK HOTEL.

Corrected to 3rd August, 1920.
E. S. Abraham F. Howard
Capt. Archer Mr. and Mrs. R.
Mr. and Mrs. A. Hunter
E. A. Ashton Mr. and Mrs.
E. O. Bird E. K. Jolly
R. Blacking R. W. Lee Jones
Mr. and Mrs. D. Sir Ellis Kadourie
H. Blair H. C. Kasperle
Mr. and Mrs. Lt. King
L. Carter H. C. Macnamara
G. G. Bridger Mr. Konkolevsky
J. G. Bridger L. A. Laing
Capt. and Mrs. J. R. Lamburn
Carson J. D. Lloyd
Mrs. and Mrs. J. R. S. Logan
L. Carter H. H. Kleinmiede
G. F. Caville P. J. Mailand
Mr. and Mrs. J. Mrs. McAlpin
W. V. Church G. McGregor
S. N. Clark Miss K. McGregor
Mr. and Mrs. E. Mrs. McIlroy
Cockburn Capt. H. S. Mill
C. H. Cole Miss M. Moninger
C. F. Cooper Capt. Monteith
Mrs. and Mrs. Mr. and Mrs.
Mrs. and Mrs. G. Morgan
F. Crowley Col. L. A. Nichol
D. C. H. Colly 1920
D. F. Cuthill H. H. Nott
L. J. Davies Mrs. Proton
En. Com. W. E. B. Potter
N. E. Dick J. S. Robinson
F. J. Dickie H. W. Roger
Mrs. and Mrs. Maj. and Mrs.
Mrs. and Mrs. Sanders
W. F. Duggett O. F. Savage
Duncan T. P. Shannon
A. W. Eastman A. Findley Smith
G. E. Eastman H. Spicer
G. Eveleigh Mrs. and Mrs.
A. V. Farmer Scubbings
Mrs. and Miss J. P. Swindells
J. Farmer Mr. and Mrs.
Lt. Col. M. Greer Miss Taylor
Mr. and Mrs. B. Maj. Gen. F.
A. H. Hale Mr. and Mrs.
B. C. Hale Mr. and Mrs.
Mrs. L. Hansen J. Van der Wa-
Maj. Harding H. H. Webster
J. C. B. Hellstrom Mr. and Mrs.
Dr. and Mrs. G. E. Wiel
Holdert A. Wilkinson
A. H. Holling H. P. Williams
Worth Mr. and Mrs.
Mr. and Mrs. C. E. Holmes Marshall Wood
H. O. Hope Maj. R. B. Young

PALACE HOTEL.

Corrected to 4th August, 1920.
J. Aned J. T. Manix
Mr. Beacham A. Marks
Mrs. C. K. Bent- Mr. and Mrs.
lead T. Matthew
Capt. T. Brown Mr. McFarley
S. Chook A. K. McDougall
H. Hareton E. A. Neilson
Mr. and Mrs. H. Mr. and Mrs.
H. Harley D. Nichols
Mrs. V. P. Kosloff J. Robertson
Mrs. V. T. Kosloff H. Stainfield
G. child
Mr. and Mrs. O. W. Vins

Dr. Gossner's Home.

Corrected to 29th July, 1920.

Mrs. W. N. Bar K. G. Kniper
on feather Miss (3) Kniper
Dr. C. G. S. Bar Mrs. K. G. Kniper
on feather Mr. R. Lloyd
Mrs. C. G. S. Bar Mrs. K. G. Kniper
on feather I. J. Losains
Master & Miss (3) S. M. Madden
Baroness & Mr. and Mrs. W.
W. Blackett H. McHugh &
W. Blackett 2 daughters
Mr. and Mrs. R. P. W. McKenzie
Royce G. Melha
Mr. and Mrs. J. Mitchell
Brookins C. L. Packo
Mrs. A. Bryan Mr. Peters
2 children Mrs. Peters
Lieut. J. J. Miss Peters
Bryant Thos. Beckett
Mr. and Mrs. Arthur W. Ro-
berts
C. B. C. Ryd Dr. and Mrs. H.
Consul A. E. Car-leton H. Scott
Mrs. A. E. Car-leton Mr. J. S. Smith
Miss E. A. Chur-
chill Mrs. C. A. Ste-
wart
H. Day R. Stock
H. F. Farthing Mrs. H. Tarby
Miss Foster Miss Garrison
A. Morrison Miss Turley
Mr. and Mrs. Bishop Warne
I. L. Hess Mrs. Warne
Miss N. F. Jones Miss John Wilkie
H. A. de Kat Leslie Wolfe
E. R. Palmig Mrs. Leslie Wolfe
Mrs. D. R. de Kat Miss Wolfe
Kaz E. P. Walters

CARLTON HOTEL.

Corrected to 27th July, 1920.

Mrs. Allison and Mr. and Mrs.
child Van Horn
W. Bahr Mr. and Mrs.
P. Beaverstock Huddleston and
C. Bolley Family
E. Bountiff Mrs. L. Johnson
Miss J. Bountiff Miss Kreely
S. Bountiff P. Krogh
J. M. Bowen D. Kerr
Mrs. F. E. Camer-
on Miss Kinney
Dr. & Mrs. Clapp Mr. and Mrs.
and Family Leonard
L. Invest L. Livesey
Mr. and Mrs. K. Logan
Clarke D. Mair
Miss Coulson Mr. and Mrs.
H. Cummings Mayhew and
Mr. and Mrs. Family
Dane Mrs. McCullum
Mrs. and Mrs. Mr. and Mrs.
McIntosh Dennis
E. F. Denniston J. G. Melhod
H. F. Denniston J. Nilda
Miss K. Desmond A. Peterson
E. Emmanuel O. A. Reinking
R. Evans M. Rusk
Mr. and Mrs. O. J. Rockledge
Farriss A. Sosa
Miss V. Field Miss Sosa
L. Gibson Mr. and Mrs.
Mr. and Mrs. Schuler
Cordoe Mr. and Mrs.
Mrs. G. Gregory Spies
Miss L. Gray B. Standish
Miss F. Harring-
ton Miss Suttie
Leyland Hodgeson G. Swanson
Miss Hollister Miss Verano
C. Holloway A. Winan

WEATHER REPORT.

Aug. 6d 12n. 65m.—No returns
from Japan and Vladivostock.
Pressure has increased slightly
at all reporting stations; it
remains low over China, and fresh
S.W. winds will continue over
the China Sea.

Hongkong Rainfall for the 24
hours ending at 10 a.m. to-day.
0.00 inch. Total since January
1st, 72.49 inches, against an
average of 54.56 inches.

FORECAST FOR THE 24 HOURS
ENDING AT NOON TO-MORROW.

District. Forecast.

1 Hongkong to Gap S. and
Rock winds, moderate; fair.

2 Formosa Channel The same
as No. 1.

3 South coast of The same
China between as No. 1.

4 South coast of The same
China between as No. 1.

5 South China H. K. & Hainan. as No. 1.

6 H. K. & Hainan. as No. 1.

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